

The Hongkong Telegraph.

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SATURDAY FEBRUARY 9, 1924.

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SINGLES: COPY 10 CTS
PER ARKHEE

THE DRAGON MOTOR CAR CO., LTD.

NEW HONOURS' LIST.

FORMER HONGKONG RESIDENT HONOURED.

(Reuter's Service.)

London, February 8.

The list of Honours conferred in consequence of the resignation of Mr. Baldwin as Premier, comprise one new Peer, five new Privy Councillors, nine new Baronets and 16 new Knights. Sir John G. Butcher has received a Barony.

Sir Gershon Stewart.

The Knighthood of the British Empire has been conferred on Mr. Gershon Stewart, for Colonial and Imperial services.

[Mr. Gershon Stewart was from 1882 till 1906 engaged in business in Hongkong as a bullion broker, being for some years a member of the Legislative Council and holding various public offices. Since 1910 he had represented the Wirral Division of Cheshire as a Unionist, but lost his seat at the last election. He was a brother of the late Mr. Murray Stewart, so well-known here.]

FORTY-EIGHT HOUR WEEK URGED.

SUGGESTION THAT BRITAIN SHOULD LEAD.

London, February 8.

A deputation from the Trade Union Congress has waited on the Minister for Labour and urged that immediate steps be taken to give legislative effect to the Washington Convention with regard to a forty-eight hour week. The deputation quoted statements in support of its contention that ratification of the Washington Convention in foreign countries was largely held up by Britain's attitude and there had therefore been a tendency to lengthen the hours of labour.

PRINCE OF WALES' ACCIDENT.

PATIENT PROGRESSING FAVOURABLY.

London, February 8.

The Prince of Wales' collarbone is broken in a simple fracture. It was surgically attended by a London specialist. The Prince is in bed at York House and as comfortable as the circumstances will permit.

Sir Stanley Hewitt issued a bulletin this afternoon stating there were no complications and the Prince is progressing favourably.

RUSSIA'S NOTE TO BRITAIN.

London, February 8.

It is understood that the Russian reply to the British Note, according recognition is being handed to the Foreign Office to-day. It closely follows the lines of the recent resolution by the Council of Soviets.

London, February 8.

The Russian Note to Britain is couched in diplomatic language. It expresses readiness to replace the Treaties which have been denounced or have lost their juridical force in consequence of events during or after the war. The Soviet Government will therefore send plenipotentiaries to London whose tasks will also include the settlement of mutual outstanding claims and obligations, as well as the determination of means to restore Russia's credit in Britain. The Soviet emphasises that mutual confidence of non-interference in internal affairs must remain an indispensable condition for the development of friendly Anglo-Russian relations. The Note intimates the appointment of M. Rakovsky as Charge D'Affaires, pending the appointment of an Ambassador.

THE LLOYD GEORGE INDISCRETION.

London, February 8.

Mr. Lloyd George has returned to the Foreign Office the proofs of the French Yellow Book which caused the recent controversy. It is stated on good authority that M. Poincare has intimated that so far as he is concerned the incident may be regarded as closed.

AUSTRALIAN GOVERNMENT LOAN.

Melbourne, February 8.

The prospectus is issued of the Federal Government's 25 million sterling loan at six per cent issued at par. The lists will close on March 18th.

EXECUTION BY LETHAL GAS.

Carson City (Nevada), February 8.

The first execution by lethal gas in American history has been carried out in the case of Gee Jon, a Chinese convicted of murder.

THE OPIUM QUESTION.

Berna, February 8.

The Federal Council has approved of a Bill and statement regarding the approbation of the International Opium Convention.

GERMAN SEAMEN'S STRIKE ENDS.

London, February 8.

The strike of German seamen in British ports is off, negotiations having been agreed upon.

AMERICAN OIL SCANDAL.

Washington, February 8.

The Oil Lease Committee will hear Mr. McAdoo, at his own request, to-morrow.

OBITUARY.

Paris, February 8.

The death is announced of M. Lafitte, the Chairman of Havas News Agency.

(Reuter's American Service.)

THE HONDURAS REBELLION.

Washington, February 8.

The cruiser Rochester has proceeded to Honduras in response to an appeal by American residents.

(Other Telegrams on Page 2.)

SUICIDE SENSATION.

LOCAL SPORTSMAN'S SAD END.

MR. H. H. DAY SHOOTS HIMSELF.

Having, it is said, previously written notes to his mother and a colleague in the Electric Works, as well as penned something in his pocket-book to the effect "Damn the East and its falsehood," Mr. H. H. Day, a well-known local sportsman, yesterday committed suicide by shooting himself. The deceased gentleman, who resided in Kowloon, was a very keen Rugby footballer, having represented Hongkong in the recent match against Shanghai, whilst he was also well known as a promising young cricketer, playing for the H.K.C.C. second eleven. He was due to go Home next year, when he intended getting married.

Although no motive is known for the taking of his life, there appears to be little doubt that the late Mr. Day had premeditated the act. He had ordered a motor car to be outside the Electric Works meter department in Sutherland Street at 2 o'clock yesterday afternoon, but he did not turn up until about an hour later. After hesitating which direction he would take, he told the Indian chauffeur to drive him out to Jubilee Road. Having reached the house known as "The Blarney Stone," Mr. Day got out of the car and walked in a westward direction. He had not been long out of the chauffeur's sight, round a corner in the road, when the latter heard a shot. Fearing that something untoward had occurred, the chauffeur hastened in the direction in which Mr. Day had taken but before he reached the corner he heard three more shots. On getting within sight of Mr. Day, the chauffeur was horrified to see the latter with a revolver in his hand. Almost immediately, having said something to the effect that he was going to shoot himself, Mr. Day put the revolver to his head and died. He instantly fell to the ground.

The chauffeur, greatly alarmed at the occurrence, immediately rushed back in the car to the meter office, where he reported the affair. The police were then informed and Inspector Grant, of No. 7 Station, hastened to the scene of the tragic occurrence, where Mr. Day was found lying on the road still alive. Eventually, he was removed to the Government Civil Hospital, but his condition having been hopeless from the start, he died shortly after 8 o'clock last night. It was found that he had a shot wound behind the right ear, whilst another bullet had penetrated the brim of his hat. When the revolver was examined it was discovered that only one live cartridge remained in the six chambers.

The late Mr. Day was extremely popular with all who enjoyed his friendship. He was of a particularly bright and cheery disposition, and, as one of his friends said this morning, he was the last man one would expect to take his own life.

The late Mr. Day joined the Electric Company in May, 1920, in the capacity of assistant meter superintendent. He was a native of Huddersfield. He was 30 years of age.

The funeral takes place at Happy Valley this evening, passing the Monument at 5 p.m.

SIAM AND AVIATION.

There is now a total of 77 aeroplane landing grounds in Siam, including Don Muang aerodrome and the Customs aerodromes at Songkhla, Ubon and Chiengmai. Each of these landing grounds covers an area of more than 500 metres square. The Bangkok Times says that in order to distinguish letters sent by aerial mail the ordinary postage stamps are cancelled with an inscription of an aeroplane, but a more practical scheme is being devised.

HUNTING ACCIDENT.

The Prince of Wales.



The Prince of Wales, who has met with a hunting accident, breaking his collarbone.

HUMPHREY'S ESTATE.

TO-DAY'S COMPANY MEETING.

The ordinary annual general meeting of Humphreys Estate and Finance Co., Ltd., took place at the Hongkong Hotel this morning. Mr. Henry Humphreys presided and there were also present, the Very Rev. Father Robert, the Hon. Mr. A. O. Lang, Mr. J. Scott Harston, Mr. W. L. Patten, and Mr. J. M. Alves (Directors), Mr. G. Rapp (Secretary) and Messrs. J. S. Greenhill, D. E. Clark, J. Hennessy, Seth, Felix M. Ellis, M. A. Rayack, Mr. Fernanday, and J. D. Humphrey, (shareholders).

The notice of meeting having been read.

The Chairman said:—Gentlemen.—The report and statement of accounts, with auditors' report, having been in your hands for the past twelve days, I propose, with your permission, to adopt the usual procedure and take them as read. As regards the accounts, I think you will agree with me that they are quite satisfactory. They call for little comment. Profit on sales of property is \$25,933.26 less than last year; on the other hand, revenue from rent shows an increase of \$45,552.21. The amount at credit of Special Repairs and Renewals Account has been reduced to the low figure of \$1,488, as shown in the accounts: your directors therefore propose to transfer a sum of \$10,000 from profits to the credit of this account. The typhoons and floods of 1923, especially the latter, caused some damage to our properties, particularly those on the May Road level. The proposed transfer of \$10,000 to the credit of Typhoon and Floods Insurance Fund will be more than sufficient to repair the damage. I trust the proposed allocation of \$50,000 to Reserve Fund, and the proposed distribution of profits will meet with your approval. I have no further remarks to make and now propose that the report and statement of accounts as presented be adopted. After this has been done, I shall be pleased to answer any questions in connection with the accounts shareholders may wish to ask.

Mr. Greenhill seconded the adoption of the report and accounts, which was unanimously agreed to without question.

The retiring Directors—all the Board with the exception of the Chairman—were unanimously re-elected, on the proposition of the Chairman, seconded by Mr. Seth.

It was proposed by Mr. Clark and seconded by Mr. Fernandez that Messrs. Percy Smith, Seth and Fleming and Messrs. Linthead and Davies be re-elected auditors at a remuneration of \$250 each. This was unanimously agreed to.

The meeting adjourned at 12.30 p.m.

BANK MYSTERY.

MISSING CHEQUE FOR \$40,000.

A SHROFF'S ABSENCE.

As the result of a report made by the Comptrollers Department of the Hongkong and Shanghai Bank, the police are endeavouring to clear up a mystery concerning the disappearance of a cheque for \$40,000 and the possibility that the monies paid out by the Bank on it were obtained by forgery or embezzlement.

So far as can be ascertained, a sum of \$40,000 was paid out by the Chinese cashier on a cheque for this amount just before the Chinese New Year, and the cheque was laid away in a drawer with others for the purpose of its being entered up at a more convenient moment. When the cashier came to look for it, however, it had disappeared. The matter was laid before the police, and one of the shroffs in the Bank was requested to attend at the Central Police Station after the Chinese New Year. He did not do so, and, on going to his residence, the discovery was made that he had left with his family.

It was stated that the missing man occupied a responsible position at the Bank, inasmuch as it was his duty to act as the carrier of monies between the cashier and the paying-out shroff at the counter. It appears that, with the disappearance of the cheque, the department is at a loss to know the firm against whose account this large sum was paid out.

GLOBE TROTTERS.

BRIGHT OPENING SHOW.

An all-round clever entertainment was given by "The Globe Trotters" at the Star Theatre last night before a fair attendance.

The return of Mr. Jack Crichton to the Colony was the occasion of an ovation, and it looked like old times to see this clever comedian taking the boards in his usual breezy way. Fun and absurdity—plenty of it—were presented to an appreciative audience, and Mr. Dick Norton won for himself a warm corner in their hearts by the taking way he had with his presentation of the comical element in the show. Miss Leila Forbes in this connection was an excellent foil to Mr. Norton in sketches and burlesques. The show was brimful of sentiment, humour and entertainment, and it went up with a swing from the start to finish. To-night the Company is appearing again at this Theatre.

DAY BY DAY.

Twelve boatpeople were charged before the Marine Magistrate this morning with allowing their boats to lie inshore during prohibited hours. Owing to the fact that it was just after the Chinese New Year, they were cautioned.

Rear-Admiral H. L. Holder died on Jan. 5 at his home in his ninety-second year. He entered the Royal Navy in 1846. After taking part in the operations in the Black Sea and the Baltic in the Russian War, he commanded the gunboats Bouncer and Cockchafer on the China Station and seconded by Mr. Clark.

He was promoted by Mr. Clark and seconded by Mr. Fernandez that Messrs. Percy Smith, Seth and Fleming and Messrs. Linthead and Davies be re-elected auditors at a remuneration of \$250 each. This was unanimously agreed to.

The meeting adjourned at 12.30 p.m.

LAST NIGHT'S BOXING.

DISAPPOINTING END TO BIG EVENT.

There was some very good boxing at the Theatre Royal last night, with plenty of clean sport, and the packed house had an enjoyable evening while they waited for the big event—the feather-weight championship of the Colony—in which S. P. O. Jim Cartridge was to meet A. B. Chadwick. This bout, however, ended in a few seconds, Cartridge being disqualified for an accidental foul. It was a keen disappointment, tempered by the subsequent announcement that the men would meet again on the 18th of this month.

The bouts opened with a six-round contest between two welter-weights—A. R. Edwards of H.M.S. Despatch (148 lbs.) and Pte. Pooley of the 1st Bn. East Surreys (145½ lbs.). This was a surprise, lasting barely over 30 seconds. Pooley was immediately all over his man, whom he dashed with several blows to the jaw. Edwards was sent to the ropes, and then to the boards several times, and his seconds threw in the towel, thus saving him from a KO.

Probably the best fight of the evening was a six-round feather-weight contest between Corporal Eades, East Surreys (128 lbs.) and Telegraphist Bates, H.M.S. Titania (125 lbs.). This went the full distance, and Bates just won on points, the loser also being cheered for a plucky exhibition. The first round showed Bates up better, but the second was more even. After some rather wild hitting in the third round, Eades was twice sent to the boards, but rose to continue unsteadily; but Bates was also tiring. Both men were obviously very fatigued in the fourth round, and the close of the fifth found them decidedly groggy. The final round was brisker, and fairly evenly contested. As stated, Bates had the verdict.

A very plucky loser was seen in the third fight, when Lce. Corp. Major, East Surreys (132½) met A. B. Patmore, H. M. S. Ambrose (113). The first round was easily Major's, who got home repeatedly on Patmore's left ribs. In the second round the naval man was badly punished, and bled freely but fought back gamely. He was floored in the third round and rose very groggy, being saved from further punishment by the gong. In the fourth round Patmore was obviously a beaten man, but Major seemed unable to knock him out. In the fifth round Patmore exhibited great stamina, standing up well to his opponent, and also lasted out the sixth. Major was an easy winner on points.

The next fight finished in the fourth round. This was a contest between two lightweights, Bandsman Warham, East Surreys (135) and A. B. Bland, H. M. S. Despatch (132). The first round was even. It opened briskly, and there was a rapid exchange. Warham was cautioned for hitting low. The second round was even, but the third saw Warham getting ahead. He was again cautioned. In the fourth round Bland was knocked on the ropes, struggling back to the middle of the ring in a very distressed state and quite dizzy. The referee therupon stopped the fight and awarded it to Warham.

A good contest was expected from the encounter between the two lightweights—Sergt. Tribe, H.G.A. (145½) and S.P.O. Hector, H.M.S. Durban (143). This went the full six rounds, with Tribe making a poorer show than his partisans expected. The first round was even, both men sparing well for an opening. The second was also even, but the third saw Tribe's strength failing. The fourth was also even, but the fifth saw Tribe's strength failing again. The sixth was also even, but the seventh saw Tribe's strength failing again. The eighth was also even, but the ninth saw Tribe's strength failing again. The tenth was also even, but the eleventh saw Tribe's strength failing again. The twelfth was also even, but the thirteenth saw Tribe's strength failing again. The fourteenth was also even, but the fifteenth saw Tribe's strength failing again. The sixteenth was also even, but the seventeenth saw Tribe's strength failing again. The eighteenth was also even, but the nineteenth saw Tribe's strength failing again. The twentieth was also even, but the twenty-first saw Tribe's strength failing again. The twenty-second was also even, but the twenty-third saw Tribe's strength failing again. The twenty-fourth was also even, but the twenty-fifth saw Tribe's strength failing again. The twenty-sixth was also even, but the twenty-seventh saw Tribe's strength failing again. The twenty-eighth was also even, but the twenty-ninth saw Tribe's strength failing again. The thirtieth was also even, but the thirty-first saw Tribe's strength failing again. The thirty-second was also even, but the thirty-third saw Tribe's strength failing again. The thirty-fourth was also even, but the thirty-fifth saw Tribe's strength failing again. The thirty-sixth was also even, but the thirty-seventh saw Tribe's strength failing again. The thirty-eighth was also even, but the thirty-ninth saw Tribe's strength failing

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EARLIER TELEGRAMS.**PRINCE OF WALES INJURED.**

London, Feb. 8.
The Prince of Wales broke a collarbone while exercising his
hunting this morning at Billington Manor, near Ascot.

The Prince spent the night at Mentmore Mansions, with Lord
Dalmeny, prior to the meet of the Whaddon Chase hounds at Ascot.
In the early morning he took his hunters to Billington Manor, the
residence of Sir Richard Cooper, and was jumping a fence, when
the horse fell. The Prince pitched on his shoulder. He immediately
rose and tried to remount; but his Esquire said, "I believe you have
broken your collarbone." The Prince replied, "Yes, have me taken
to Leighton Buzzard." The Prince was medically treated and sub-
sequently was driven back to Mentmore, with shoulder bandaged,
but smiling.

Later, it is officially stated that the Prince of Wales' collar-
bone is broken very slightly. He is returning to London at noon
—Reuter.

GANDHI'S VIEW OF INDIAN MATTERS.

Bombay, Feb. 8.
The first pronouncement of Gandhi's views since his release
takes the form of a letter addressed to Mohamed Ali, deplored
Hindu-Mahomedan dissensions, and declaring that without the unity
of all communities all talk of "Swara" will be idle. The only
remedy for the growing pauperism in the land is the spinning wheel.
Two years' solitude and hard thinking in gaol has made him a firm
believer in the efficacy of the constructive programme, to carry out
which they need never resort to civil disobedience, though his
belief in the efficiency of such a method is unbroken. He con-
cludes by urging his followers not to quarrel with the Moderates,
adding, "Englishmen too are our friends; the struggle against the
system is not against Englishmen, but against the administering
of it."—Reuter.

PROTECTION PROGRAMME ABANDONED.

London, Feb. 8.
It is understood that yesterday's meeting of Unionist leaders,
convened by Mr. Baldwin, including Lord Balfour, Lord Birkenhead,
and Mr. Austen Chamberlain, resolved, in view of the verdict of
the electorate, to eliminate the general protectionist policy from the
party's programme, but to still advocate a tariff to protect parti-
cularly depressed industries, which prove the necessity to the satis-
faction of the Board of Trade. They also decided to maintain the
principle of Imperial Preference, within the limits laid down by the
Imperial Conference.—Reuter.

GERMANS IN NEW GUINEA.

London, Feb. 8.
It is reported from Amsterdam that the scheme of a German
group for exploitation of parts of Dutch New Guinea is causing
uneasiness in Holland. The Minister for the Colonies, replying
to members of the Second Chamber, declared that public authority
would not be given to the concessionaires, but some distrust is still
expressed by the Press.—Reuter.

AMERICA INDIGNANT.

New York, Feb. 8.
The indignation that has been aroused throughout the country
by the neglect of the German Embassy to half-mast their flag in
honour of the late Mr. Wilson, is reflected in a statement in the
Tribune that some financial circles are of opinion the incident may
seriously affect prospects of any German Loan from America.—
Reuter's American Service.

THE LLOYD GEORGE "INTERVIEW."

Paris, Feb. 8.
With extraordinary unanimity the papers refer to the excellent
impression created by the British Government's attitude with regard
to the Lloyd George "interview." Even the *Echo de Paris* joins in
the chorus. Satisfaction is expressed at Mr. Ramsay Macdonald's
haste to justify his good faith towards France, which M. Poincaré
greatly appreciated. The friendliest sentiments are voiced as re-
gards the Labour cabinet.—Reuter.

OIL LEASE ENQUIRY.

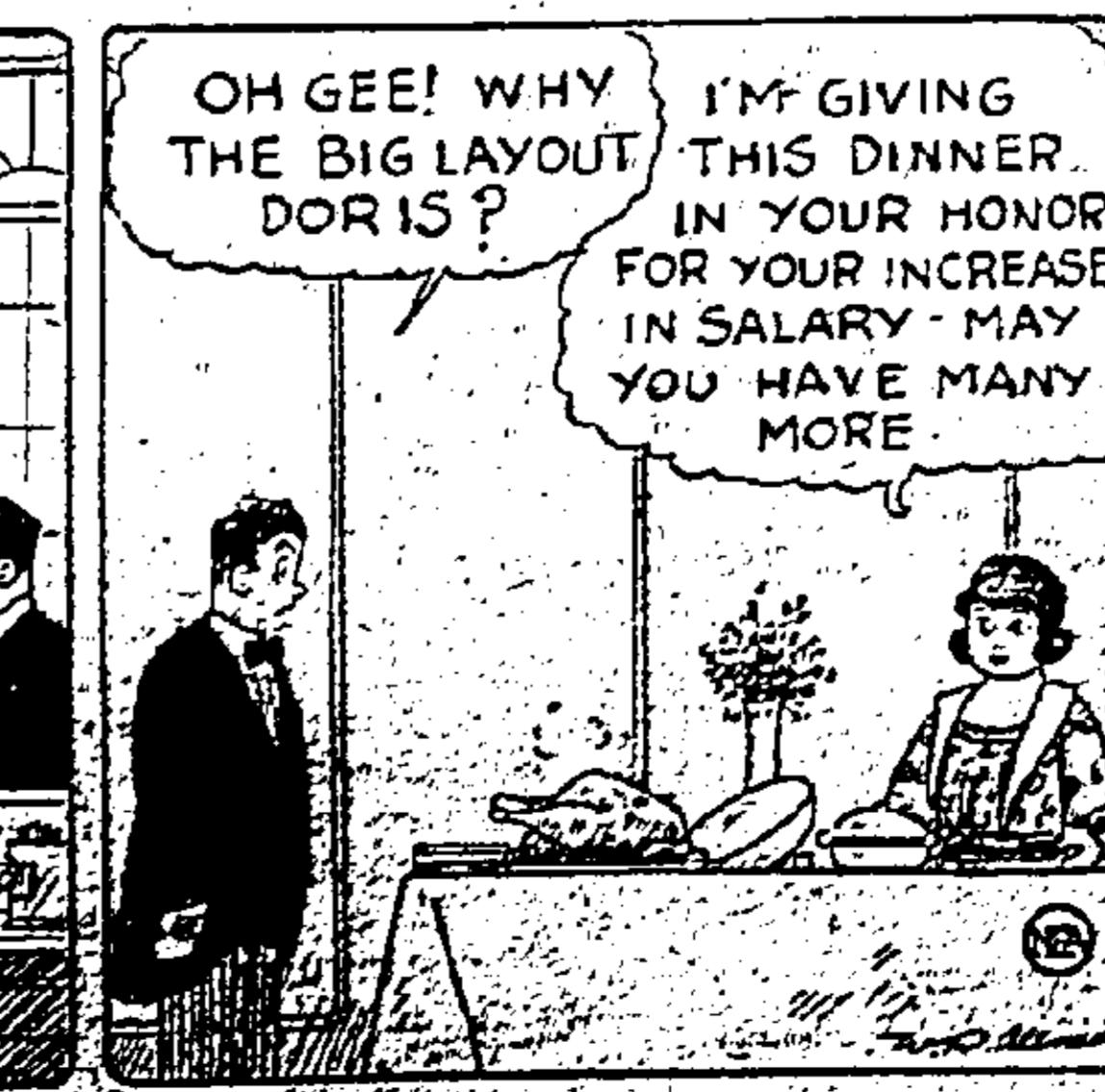
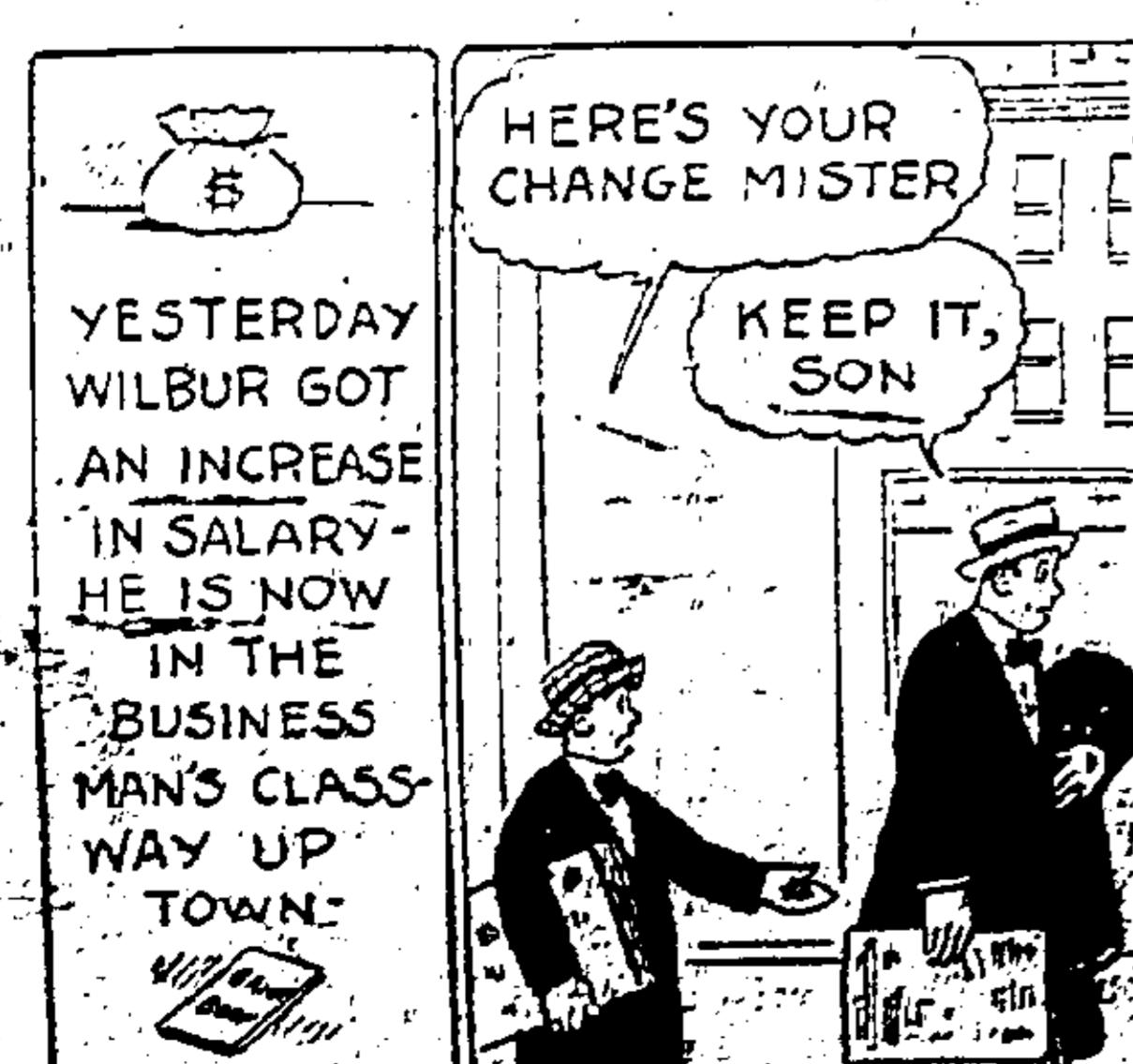
Washington, Feb. 8.
Mr. Macadoo formally announces that he has terminated his
professional services with Mr. Doheny. He desires to testify at
the Oil Leases enquiry, and declares that his life is an open book.
He has betrayed no trust; nor has he enriched himself at the expense
of the country or the people.—Reuter's American Service.

DOCK STRIKE LIKELY TO BE AVERTED.

London, Feb. 8.
It is understood that the employers who conferred yesterday
are prepared to meet the Dockers halfway as regards the demand
for a 2½% increase. The prospect of averting a strike is therefore
regarded hopefully.—Reuter.

THE NEW JAPANESE LOAN.

London, Feb. 8.
It is expected that the impending Japanese Loan will be for
between 50 and 60 millions, of which rather less than half has been
offered in London. A special sinking fund will be attached to the
loan.—Reuter.

Wilbur Is Making Good.**DOINGS OF THE DUFFS****BY ALLMAN****HONGKONG SPORTS & PASTIMES (Sixth Series)**

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NOTICE.**KOWLOON RESIDENTS' ASSOCIATION.**

The Annual Meeting
will be held in the
ST. ANDREW'S CHURCH
HALL
on
MONDAY, 11th. February
at 6 p.m.

SAVED BY CAMPHOR OIL.**NOTICE TO CONSIGNEES.****THE NORWEGIAN AFRICA AND AUSTRALIA LINE.****S.S. "TAURUS"**

THE above vessel having arrived
from Scandinavia via
Ports on the 6th. inst., consignees
of cargo are hereby notified that
all goods are being landed at their
risk into the non-hazardous
godowns of the Hongkong and
Kowloon Wharf & Godown Co.
Ltd. whence, and or from the
wharves, delivery may be obtained.

Goods not cleared by the 12th.
February 1924, will be subject to
rent. All broken, chafed and
damaged packages are to be left in
the godowns, where they will be
examined on the 11th. Feb.
1924, at 10 a.m.

Claims against the steamer
must be presented within ten
days of arrival, otherwise they
will not be recognized.

No Fire Insurance will be
effected by us in any case what-
ever.

Bills of Lading will be counter-
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Hongkong, 7th. February 1924.

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diseases, particularly those of the heart,
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\$11.00 upwards.
Gent's Overcoats
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Fine Mercerized
Cotton Socks
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Ladies Woollen
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\$5.00 \$7.50 \$17.50
Ladies Wool
Underwear
Combinations
\$3.25
Vest
\$4.95

Everything Must Go!

Shirts, Pyjamas, Neckties,
Hose, Woollen Suitings,
Velvets, Curtains, Blankets,
Rugs, Table covers,
Knitting Wools, Hats and
Shoes.

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Easy Now To Round up.
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Rich as they come and
always Smart!

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\$30.00

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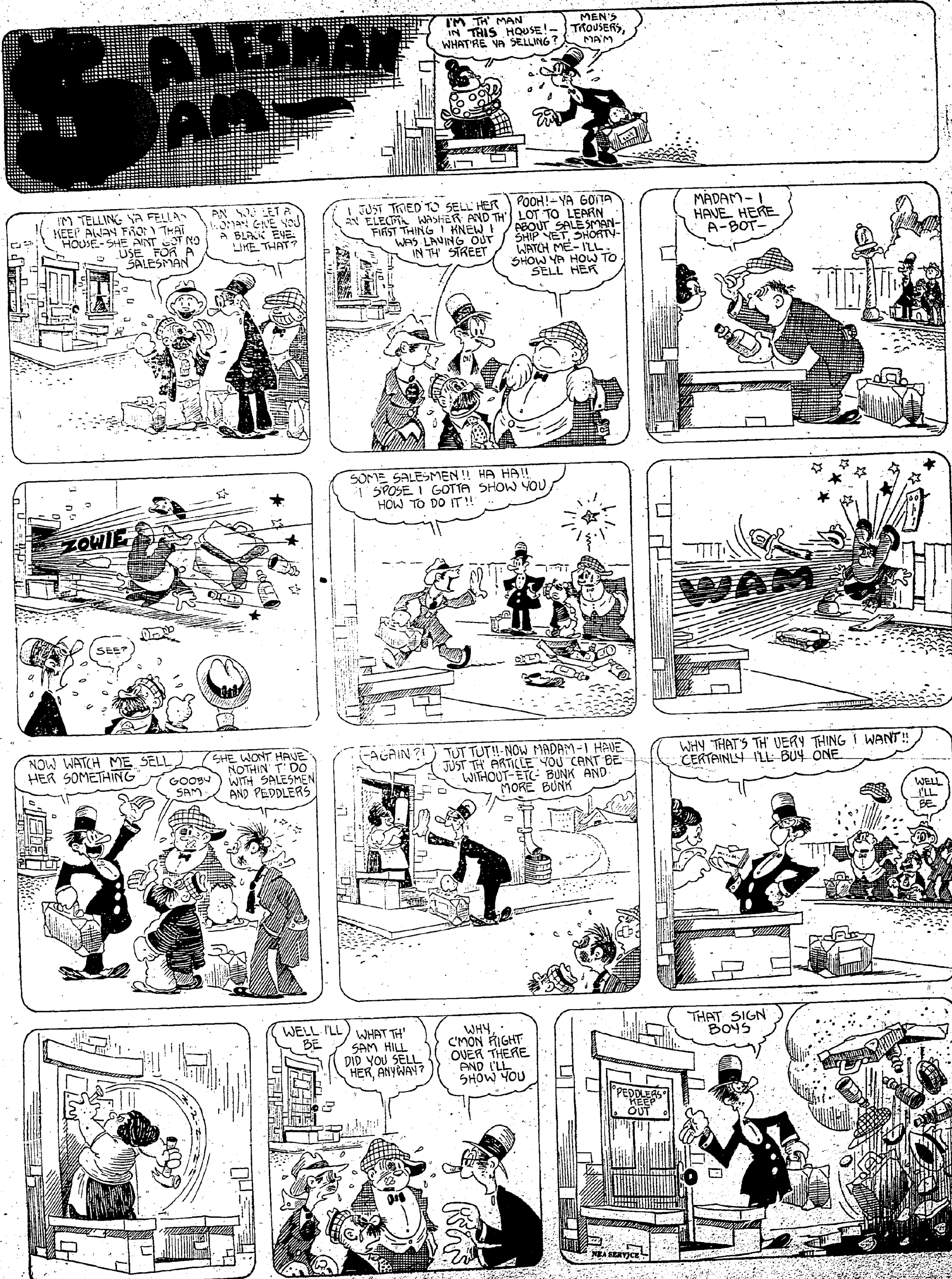
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BLENOSAN CAPSULES

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provide immediate relief from pain and sickness and a certain cure in about 48 hours.

Blenosan Capsules are superior to all other, and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East, and from the stockist, Fletcher & Co., Ltd., Colonial Dispensary, Edward Dispensary, A. S. Watson & Co., 4th or Ferber's Blenosan Capsules and refuse substitutes.

ROBERT FERBER LTD.

Manufacturers, Asylum Rd., London S.W. 13

COMING

The Sensational
Photodramatic Expos
of the Drug Traffic.

MRS.
WALLACE
REID
— IN —
“ HUMAN
WRECKAGE ”

WORLD Theatre
Des Vaux Road Central.

INTESTINAL INACTIVITY

is one of the most potent causes of sick headaches, bilious attacks, ill-smelling breath, pimply and blotched skin. To correct this condition and to remedy its ill-effects Pinkettes are perfection.

PINKETTES

they act so mildly yet so efficiently. Try them to-night, you'll feel better in the morning. Of chemists, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Kiangto Road, Shanghai.

Pinkettes Keep You Well!

MANY SHIPS ASHORE.

REPORTS RECEIVED IN
SHANGHAI.
Our Own Correspondent,
Shanghai, Feb. 8.

The s.s. Persia is badly flooded, and drifting ten miles off the Bell Buoy at Woosung. Two tugs are standing by. The passengers and crew are not in danger. A call was sent out for additional pumps, and it is believed the engine room is flooded.

The President Jefferson arriving here, reported that the Admiral Line freighter, Edmore had been able to get off the rocks at Quelpot Island under her own power, and had gone to the Beaufort anchorage for repairs. The officers of the China Navigation s.s. Tungting reported s.s. Teng-hsing, belonging to the Hoong On Steam Navigation Co., is on Huk-way Flat, and also reported sighting a Chinese junk on the rocks at Christmas Island, whilst another was sunk above Wuhu.

INTER-COR. FOOTBALL

HONGKONG BEATS
HANKOW.

In the second of their matches in the triangular football competition at Shanghai, Hongkong beat Hankow by five goals to one.

This match was played yesterday, and messages received last night were eagerly awaited, for Hongkong having drawn with Shanghai 3-3, and Shanghai having beaten Hankow 10-0, much depended upon the result.

Those who scored for Hongkong were Bacon (3), Castledine and Mair. The latter two went as reserves, so that apparently the team has been reshuffled since the draw with Shanghai.

With honour won, Hongkong will play Shanghai again, and this decisive event is fixed for to-day.

BILLIARDS.

MILITARY AMATEUR CHAMPIONSHIP.

At the Military Hospital, Bowen Road, many members of both Services witnessed a very fine billiards match, in the first round of the military amateur championship, between B. B. M. Page, of the R. G. A., and Pte. Miles of the R. A. M. C. The former player won well on merit, but unfortunately the medical man was off his usual game.

This match was followed by a friendly one between two old rivals, Master Gunner Taylor H. G. A., and Pte. Bright P. A. M. C., the latter

LATE MRS. T. PETRIE.

FUNERAL AT HAPPY VALLEY.

There was a large attendance at the funeral of the late Mrs. T. Petrie, which took place at the Protestant Cemetery at Happy Valley last evening. This fact, together with the numerous floral tributes sent, testified to the high esteem in which the deceased lady was held. The service was conducted in a most impressive manner by the Rev. J. Kirk Macnachie, pastor of the Union Church.

The chief mourner was Mr. Petrie, and among those present were Messrs. B. Wylie, H. Ching, B. Petheram, F. Oliver, H. Fung, J. M. R. Xavier, Chan Kai and B. C. Lee (of the staff of the S. C. M. Post); A. Hicks, A. Morley and F. P. Franklin (of the Hongkong Telegraph), H. A. Cartwright, B. A. Hale, J. Armitage and J. H. Galloping (of the Hongkong Daily Press), G. W. C. Burnett (China Mail), D. A. Purves, R. Packham, G. P. Curry, D. Gow, A. K. Henderson, D. E. Blair, T. Neave, W. L. Weasler, Capt. R. Innes, Capt. T. P. Hall, Messrs. R. Hall, G. M. Shaw, C. A. Henderson, J. W. Glynn, J. Morris, P. Piage, D. Stech, J. E. Ollerton, T. Oliphant, M. F. Keys, H. Ellis, D. O. da Silva, A. Course, H. J. White, J. Hyde, S. Komor, Mr. H. Taylor, Mrs. J. H. Taggart, Mrs. Parkham, and many others.

List of Wreaths.

Following is a list of the wreaths that covered the hearse: Her Sorrowing Husband; Sister Minnie and family; Mrs. Petrie and family, Forfar; Dick, Mortimer and Harry; Board of Directors, South China Morning Post, Co. Ltd.; Editorial Staff Morning Post; Chinese Staff Morning Post; Editorial Staff Hongkong Daily Press; Editorial Staff Hongkong Telegraph; Staff China Mail; Institute of Engineers and Shipbuilders; Head Office Staff; Staff and Chinese Staff of the Hongkong Hotel; Mr. and Mrs. W. Anderson; Mrs. Babbage; Mr. and Mrs. G. Burnett; Mr. and Mrs. H. F. Bunje; Mr. and Mrs. E. Bunje; Mr. and Mrs. F. Baker and family; Mr. and Mrs. W. Brown; Mr. R. Baker; Mr. and Mrs. D. K. Blair; Mr. and Mrs. A. Course; Mr. and Mrs. E. Cusk; Sir Paul and Lady Chater; Mr. H. Ching; Mr. and Mrs. L. D'Almada Castro; Chan Kai; Mr. D. E. Donnelly; Mr. and Mrs. R. M. Dyer; Mr. and Mrs. H. Ellis; Mr. B. L. Frost and family; Mr. and Mrs. A. R. Forbes; Fung Tat-hang; S. Fung; Mr. A. J. Gomes; Mr. D. Gow; Mr. and Mrs. J. Gould; Mr. and Mrs. J. Glynn; Mr. and Mrs. Garraway; Mr. and Mrs. A. Hicks; Mr. and Mrs. C. Henderson; Mr. and Mrs. W. J. Hawker; Sir Robert and Lady Ho Tung; Mr. and Mrs. F. Herridge; Mr. and Mrs. A. K. Henderson; Mr. and Mrs. D. Harvey; Mr. and Mrs. B. A. Hale; Mr. H. S. Hall; Mr. and Mrs. Hyde; Mr. J. Scott Harston; Capt. and Mrs. R. Innes; Mr. A. R. Johnston; Mr. and Mrs. J. M. Jack; Mrs. W. C. Jack and family; Miss M. Kirkwood; Mr. and Mrs. W. G. Kynoch; Capt. and Mrs. Liddell; Madame Lily; Mr. and Mrs. V. C. Labrum; Rev. and Mrs. G. R. Lindsay; Mr. B. S. Lee; Lam Kin-sang; Long Tow-kim; Mr. C. M. McDonald; Mr. D. McLaren; Mr. and Mrs. J. Morris; Mrs. E. O. Murphy; Mr. H. J. B. Norton; Mr. and Mrs. T. Neave; Mr. and Mrs. Nielson; Mr. M. Nemazee; Mr. J. Ollerton; Mr. and Mrs. T. Oliphant; Dr. and Mrs. F. M. Ozorio; Mr. B. Petheram; Mr. and Mrs. D. A. Purves; Mr. and Mrs. R. Packham; Mr. and Mrs. R. Postonji; Mrs. T. W. Robertson and K. S. Robertson; Mr. J. Rodger; Mr. H. W. Ray; Mr. and Mrs. N. L. H. Railton; Mr. and Mrs. F. W. Stapleton; Mr. and Mrs. E. Steele; Mr. F. G. Samways; Mr. and Mrs. G. M. Shaw; Mr. and Mrs. C. Stark; Mr. Shum Wai-yau; Mr. and Mrs. H. H. Taylor; Mr. and Mrs. J. H. Taggart; Mr. and Mrs. J. Tully; Mr. and Mrs. J. D. Thompson; Mr. and Mrs. A. K. Taylor; Mr. Tam Kit-sang; Mr. and Mrs. B. Wylie; Mr. and Mrs. F. M. Weller; Mr. L. M. Whyte; Mr. and Mrs. J. C. Owen; Mr. and Mrs. Hermon White; Mr. W. L. Weasler; Mr. and Mrs. R. J. Wilton; Mrs. F. Wong; Mr. T. C. Woo; Mr. Wong Ying-yuen; Mr. J. M. H. Xavier.

avenging his defeat in the team match the week previous.

On the whole plenty of skill was seen and it is hoped spectators will see the Sergeant Major and the Musical players again, and once before the latter leaves Hongkong.

Cafe Wiseman

(LANE, CRAWFORD LTD.)



For Inexpensive
and Charming
GOWNS

And
Practical Lessons in
dressmaking, please
call at

LES ELEGANCES DE PARIS

No. 8 Queen's Road, Central. 1st Floor.
Tel. No. C. 388.

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"SCIENCE OBTAINS TRIUMPH."

The discovery points out the way, that Asthenopia is dependent on the hypermetropic structure of the eye. The only remedy is to prescribe a pair of suitable glasses by one of our expert optometrists.

NATIONAL OPTICAL CO., Ltd.

GRADUATE OPTICIANS.

80, Queen's Road Central.

Wedding Cakes

From \$10.00

Christening,
and Birthday Cakes

Almond Iced and decorated
From \$3.00 each.

RADIO—MAGNAVOX Loud
Speakers and Amplifiers.
Batteries, Insulators,
Crystals, Aerial Wires,
and all other parts.
DE SOUSA & CO., LTD.
St. George's Bldg, 2nd Floor.
Tel. No. Central 1264.

YOU WILL SAVE MONEY

if you buy from

SHIU YUEN CHEUNG

Everything we offer for sale is made,
in our Canton factory, from the raw
material into finished articles.

Old Post Office Building.

Queen's Road Central.

Telephone C. 322.

SALE

For One Week Only

Commencing Monday, February 11th.

WE ARE HOLDING A
SPECIAL SALE IN OUR

FURNISHING DEPARTMENT.

20%

CASH DISCOUNT OFF
EVERY ARTICLE IN
THIS DEPARTMENT.

Lane, Crawford Ltd

You'll prefer

Brooke Bond
the good tea in the
tin that keeps it good

Always fresh because vacuum packed.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box No. is required

W. C. VAN DER STEEN
o/b Empress of Russia
P. P. C.

WANTED.

WANTED—Gifts of Children's Toys and Books for the Annual Toy Service to be held by the Sunday School at the Wesleyan Church, Queen's Road, East (opposite the Royal Naval Hospital) on Sunday the 17th. instant at 3 p.m.

If your children have any toys or books which they longer want, and cannot attend the service to present them, please make up a parcel and notify A. Kirk, 19, Broadwood Road, who will make arrangements to collect same before the service. All toys received will be sent to the Children's Hospitals.

TO BE LET.

TO LET—New Garage on Main Road at Magazine Gap—For full particulars apply Box No. 1065 c/o "Hongkong Telegraph."

TO LET—Bright Large Office Rooms 1st floor, No. 10, Des Voeux Road, Central Hall, Law & Co. Apply to Des Voeux Road, Central. Telephone No. 3217.

TOILET.—New and welllighted office and whole ground floor No. 5, Duddell Street. Ground floor can be used as Bank and Office. Apply to within No. 10 Room, 1st floor.

FOR SALE.

FOR SALE—4 Ton Cruiser Yacht. Apply Box 1063 c/o "Hongkong Telegraph."

FOR SALE—DOUGLAS MOTOR CYCLE and SIDE-CAR. 4 H.P.—Twin. Perfect condition. Owner going on leave. Apply G. Miskin, Gilman & Co., Ltd.

FOR SALE—Gramophone—"His Master's Voice" Portable Model lead & soft sound boxes and fifty records. Apply Box No. 1060 c/o "Hongkong Telegraph."

FOR SALE—House on the Peak, furnished or unfurnished. First-class condition: reinforced concrete flat roof; close to motor road. Moderate price. Apply—Box 1062 c/o "Hongkong Telegraph."

HONGKONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the HONGKONG TRAMWAYS LIMITED will be CLOSED from THURSDAY 14th February to WEDNESDAY 27th February 1924 both days inclusive.

W. E. ROBERTS,
Secretary.
Hongkong 7th February 1924.

THE HONGKONG ROPE MANUFACTURING CO. LTD.

THE FORTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on THURSDAY, the 28th February 1924, at 11 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ending 31st December, 1923, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Thursday the 21st February 1924 until Thursday 28th February 1924, both days inclusive.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 9th February 1924.

GOOD
RADIO
NEWS!

NOTICE.
Dr. G. M. Harston will give a Lantern Lecture on "The wonders of Nature in the Eye" at the Helena May Institute on Monday next, February 11th at 5.30 p.m. The public are cordially invited to be present.

OUR friends will be pleased to learn that our assets have increased from 174 Million Gold Dollars in 1922 to over 210 Million Gold Dollars in 1923, a gain of 36 Millions in one year, 3 Millions per month. In consequence, our dividends have also risen and will probably continue to rise in the future. A strong Company to become identified with.

THE SUN LIFE ASSURANCE COMPANY OF CANADA, 17 Queen's Road Central, Hongkong.

F. M. WELLER,
Manager.

THE HONGKONG JOCKEY CLUB
RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

MEMBERS Badges of Admission are now ready and may be obtained by those Members, who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings. Members are notified that they cannot gain admission on production of the metal Badges issued last year.

C. B. BROWN.
Secretary.

THE HONGKONG JOCKEY CLUB
RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

MEMBERS have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis Alexandra Buildings on or before Tuesday the 19th February. Price \$10.—per day or \$30.—for the Meeting.

LINSTEAD & DAVIS.
Treasurers.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

TICKETS of admission to the Public Enclosure may be obtained from Messrs. Kelly & Walsh or at the Gate. Price \$3.—per day.

Soldiers and Sailors in uniform \$1. per day.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTEAD & DAVIS.
Treasurers.

NOTICE TO CONSIGNEES

THE NORDEUTSCHER LLOYD, BREMEN.

The Steamship

"LUDWIGSHAFEN,"

having arrived from Bremen, Hamburg and Ports, Consignees of cargo are hereby notified that their goods are being landed at their risk into the Hongkong and Kowloon Wharf & Godown Co.'s godown at Kowloon, where delivery can be obtained.

All goods remaining undelivered after 16th February, 1924 will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the godown for examination by the consignees and the Company's Surveyors, Messrs. Carmichael and Clarke, at 10 a.m. Friday, the 15th February, 1924.

No claims will be admitted after the goods have left the godown and all claims must be presented within 2 weeks of the steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the undersigned for counter-signature.

MELCHERS & CO.
Agents.

Hongkong, February 8th, 1924.

The 10th Annual
PIANOFORTE RECITAL

OF PROF. DANENBERG'S PUPILS

WILL BE HELD ON

MONDAY, 18th February

AT THE ST. ANDREW'S HALL, CITY HALL

at 5.30 p.m. Sharp.

Tickets obtainable at all the Music Stores

AT \$1.00 EACH.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION

By Order of the Mortgagees
Particulars of Sale of
Valuable Leasehold Property
Situate at Victoria in the
Colony of Hongkong

And Known as
No. 18 Ice House Street & No. 6

Duddell Street

To be So'd by

PUBLIC AUCTION

on MONDAY, the 18th day of
February 1924
at 3 O'CLOCK p.m.

By

Messrs. LAMMERT
BROTHERS,
AUCTIONEERS.

At their Salesroom in Duddell
Street

PARTICULARS

The property is situate upon
SECTION D OF INLAND LOT
No. 339. There is a frontage of
91 feet 2 inches on Duddell Street.
The premises cover an area of
5500 square feet or thereabouts
and are held for a term of 999
years from the 11th day of May
1849. The Crown Rent payable
in respect of the premises is \$30
per annum.

For further Particulars and
Conditions of Sale apply to

Messrs. HASTINGS DENNYS

& BOWLEY,

Solicitors,

8, Des Voeux Road Central

or to

Messrs. LAMMERT
BROTHERS,

Auctioneers.

Duddell Street.

HUGHES & HOUGH

LIMITED
IMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION

The Undersigned have received
instructions to sell by Public Auction,
(for Account of the Concerned),

on TUESDAY,

the 12th February, 1924, commencing
at 2.30 p.m. at their Sales
Rooms, No. 8, Des Voeux Road,
Corner of Ice House Street.

Valuable Teakwood and Blackwood
Furniture, and Household
Sundries, &c., &c., &c.

Comprising:

Dining Suites, Chesterfield Sofas,
Arm-chairs (new), Tea Tables,
Teakwood Beds, large and small
Wardrobes, Dressing Tables and
Chairs, Washstands, &c., Side-
boards, Dinner Wagons, Dinner
Sets, and Glass Ware, Cutlery,
Carpets and Rugs, Electro-plated
Ware, Electric Reading Lamps,
Teakwood Screens, Blackwood Tea-
pots, Marble-top Flower Stands,
Side Tables and Cabinets, &c., &c.

Also

2 Indian Carpets (new), 2 Per-
sian Carpets (new), and 1 Piano
Player.

(Full Particulars from Catalogue).

Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.

Auctioneers.

Hongkong, 1st Feb. 1924.

DO NOT MISS—

ROCHA'S

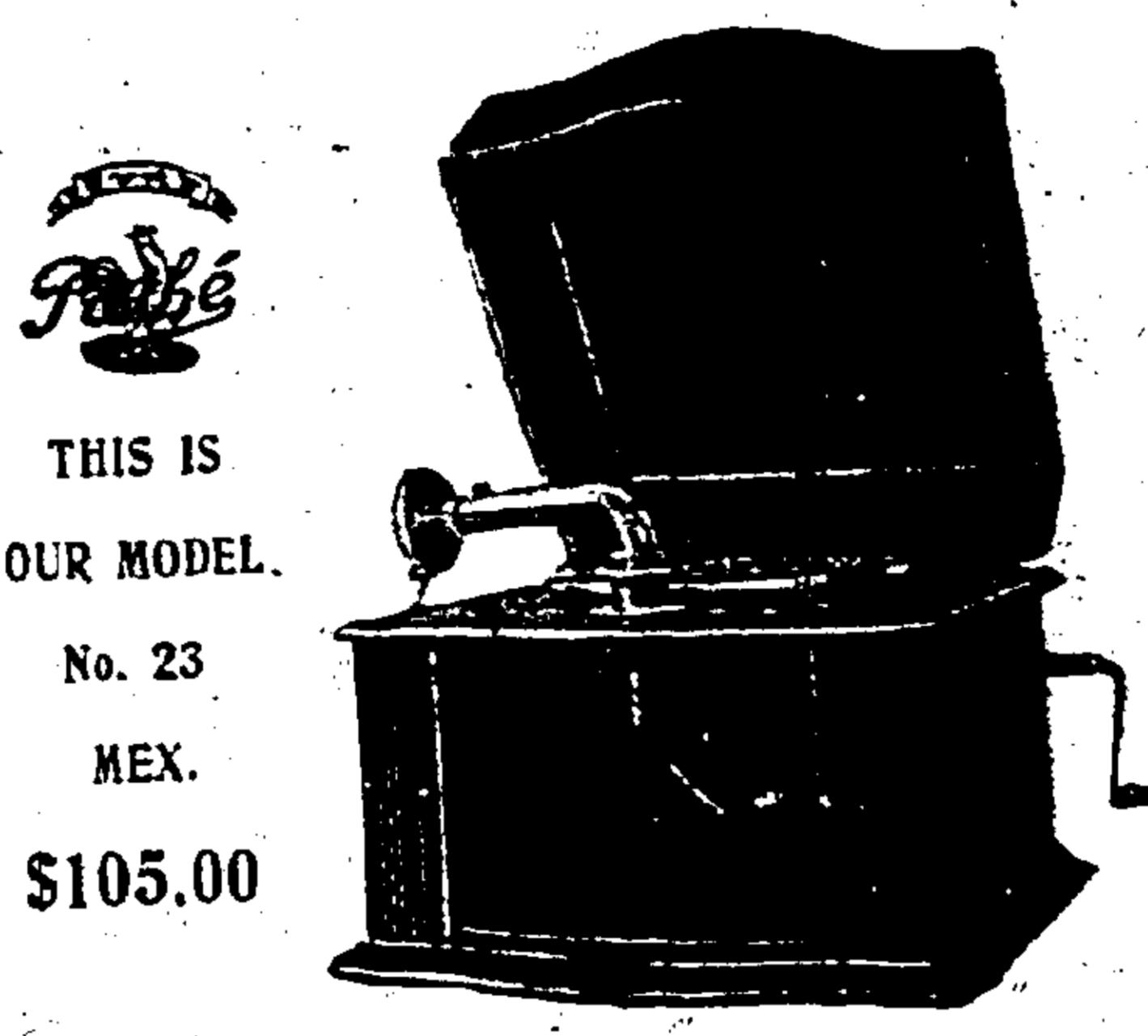
POPULAR AUCTION SALES
Every Tuesday Thursday
& Saturday

AT 2.30 p.m.

Specialist is the Valuation of
Household and Office Furniture
DA ROCHA'S MART
2A D'Aguilar St. Phone 2931

PLACE IN YOUR HOME
ONE OF THE NEW
PATHE PHONOGRAPHS.

(PLAYING BOTH SAPPHIRE AND NEEDLE RECORDS)



Specially designed for this climate.

Pathé-Orient

12, Queen's Road Central, Hongkong.

ENGLISH COLUMBIA
RECORDS

SONGS OF THE FLEET

949 { (1) SAILING AT DAWN HAROLD WILLIAMS

AND

(2) SONG OF THE SOU' WESTER

MALE

950 { (3) THE NIDDLE WATCH QUARTETTE

(Two Parts)

951 { (4) THE NITTLE ADMIRAL

AT

(5) FARE WELL ERIC COURTLAND

3335 THERE LIVED A KING HAROLD WILLIAMS

IN ENTERPRISE OF MARTIAL KIND

NO POSSIBLE DOUBT WHATEVER

TAKE A PAIR OF SPARKLING EYES ERIC COURTLAND

AND

3336 AND

SONGS FROM "THE GONDOLIERS"

ANDERSON'S

W E have just received a
special shipment of

LADIES & GENTLEMENS

SIGNET RINGS

Also—

SLAVE BANGLES

All solid gold English Hall-
marked.

Inspection Invited.

69, Queen's Road Central.

SHERIFF BROS.

THEATRE ROYAL

MONDAY to WEDNESDAY, Feb. 11th to 13th.

HONGKONG AMUSEMENTS, LTD

PRESENT

DICK NORTON

AND THE

GLOBE TROTTERS

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
Saturday, the 9th. February, 1924.

(Being the Official Organ of the Hongkong Automobile Association).

LOCAL MOTOR NOTES & NEWS

An evil to which we have streetcar service would hardly previously drawn attention has produced such a big increase."

We have just been favoured with a batch of interesting literature from the headquarters of the Automobile Association in London, including the excellent handbook issued by this well-known organization. This book gives full particulars of the benefits accruing from membership of the Association and in addition it contains interesting facts on motor law, details of steep hills in Great Britain, a motorizing speed table and much information in regard to touring in the United Kingdom. We hope later on to be able to print some details of the service which this Association gives, together with photographs illustrating same.

It may interest our readers to learn that the Association now has some 160,000 members, and that in return for two guineas a year as a car member and half that amount as a motorcycle member, a most comprehensive road service is provided which covers free assistance by A. A. patrols, who will be found on 20,000 miles of main road in Great Britain; legal defence under the Motor Car Act; and Roads Act in any Court of Summary Jurisdiction in the United Kingdom; free use of roadside telephone boxes at any hour of the day or night; free help from the mechanics in charge of road service outfits; free advice and assistance by the home and foreign touring departments of the Association. There are other benefits as well, whilst the Association opposes all legislation inimical to the free use of motor vehicles, fights for fair taxation and does all in its power to retain "the freedom of the roads" for all users.

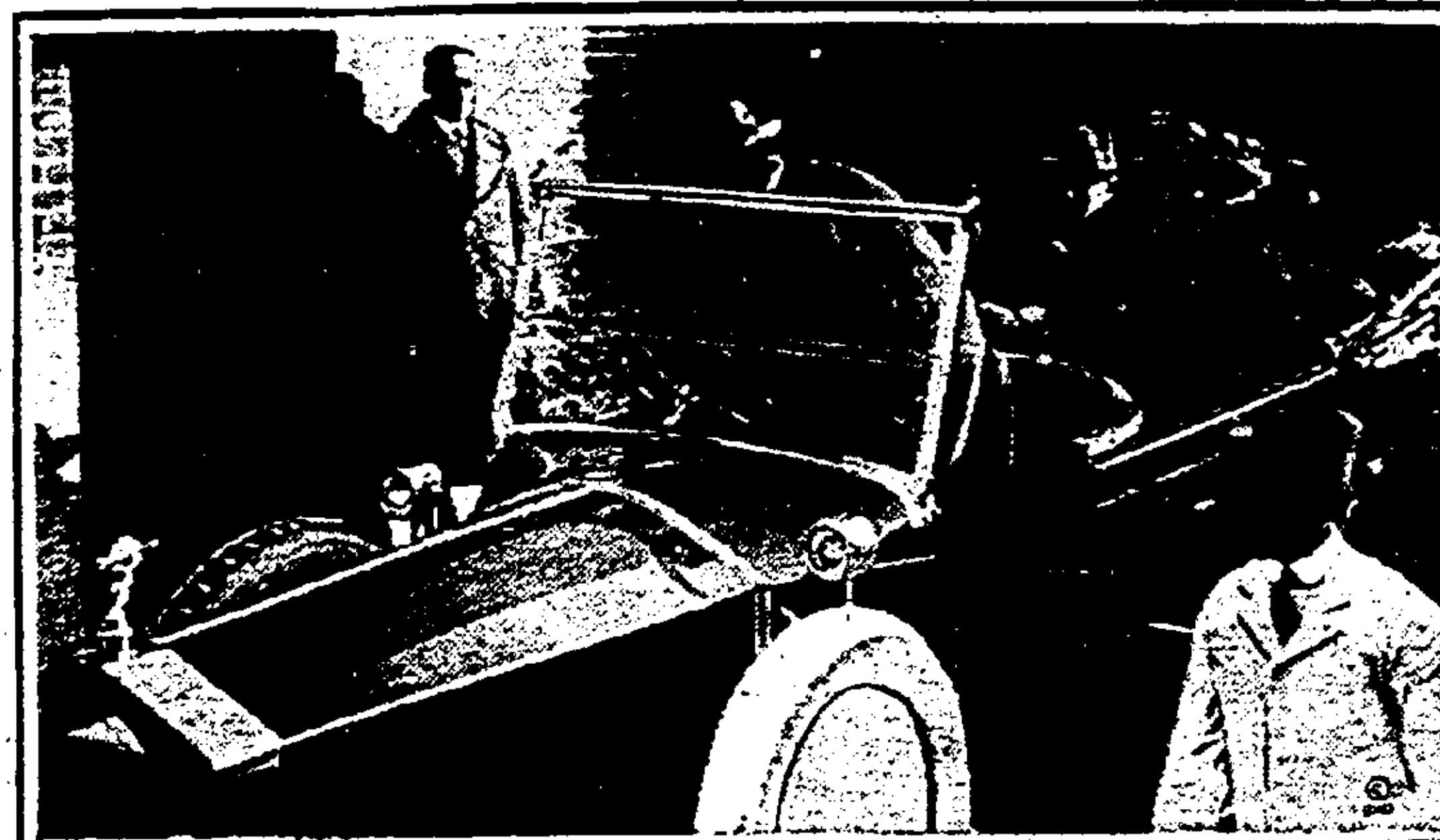
New motor buses are continually making their appearance in Kowloon. The latest concern to enter the field is the Chun Hing Company, whose buses maintain an hourly service between Kowloon and Au Tau, proceeding via Castle Peak. These buses are very similar in type to those now to be seen in general use in Kowloon, and they provide a ready means for those who wish to take a nice long run into the country. There are now four companies operating motor bus services in Kowloon.

There is no doubt about the fact that the motor bus is gaining in popularity in all parts of the world. We recently came across a most interesting statement by the General Manager of the Pennsylvania and Ohio Electric Company, which operates a large fleet of motor buses, including a dozen 25-passenger White models. He states that the Company's buses created during last year new traffic representing an excess of \$10,000, or a 33 1/3 per cent. advance over previous traffic figures, adding that "a limited

MOTOR CYCLES.
Used by Fire Fighters.
The Richmond, (U.S.A.) Fire Department has in service four motorcycles equipped with fire fighting accessories. Two of these machines were placed in service in 1920 and two during the year 1922. They were equipped after our own idea," says Mr. Wm. M. Myers, Director of Public Safety, "to handle incipient fires which on account of their nature, did not require the

service of the larger pieces of apparatus, thus saving much wear and tear on the larger machines caused by having them responding to numerous alarms where not needed and at the same time allowing the larger apparatus to remain in quarters for immediate response to the more important regular alarms. During the time these motorcycles have been in service they have responded to six hundred and forty-three calls, and they have proved themselves very efficient."

LATE EX-PRESIDENT WILSON'S BIRTHDAY PRESENT.



This motor car was presented to the late Dr. Woodrow Wilson on the occasion of his 67th birthday. The picture was taken when the former President rode in it for the first time. Seated next to him is Mrs. Wilson. The other lady in the rear is Miss Margaret Wilson.

REAR LAMPS FOR CYCLISTS.

Points on "Burning" Question.

Whenever I write an article on rear lights for cyclists I succeed in putting the cat amongst the pigeons, says a writer in a Home paper. In short, I am flooded with letters—some agreeing and some disagreeing—which again, is only natural, as the writers view the question from different standpoints. But it is instructive to find a small, but none the less welcome, proportion of cyclists in agreement with the motorist's view-point. In fact, one goes further than I did in a recent article thus: "You throw a lot of the blame for accidents on the cyclist who carries no rear light. I go further and throw it all on him. I push a cycle to and from business every day, and shall always carry a rear light."

THE GREATEST GOOD.

But there is an admitted divergence of opinion, and we

can assume that each side is genuine in its assertion. What, then, is to be done? Surely the old solution to such problems must come into force—we must have legislation providing for the greatest good of the greatest number.

What is the greatest good in this particular case? It must surely be the reduction of accidents, that reduction to be effected by the most suitable means available.

To find out how these accidents can be reduced we must first find out how they occur. If you consult statistics or ask any experienced authority you find that over 90 per cent. of such accidents occur where the cyclist had no rear lamp.

To my mind the deduction to be made from the facts appears obvious. But many cyclist correspondents counter that deduction by saying: "Red lights to be a safe precaution must be reliable—which is impossible of achievement, and cannot be fulfilled in practice."

A BASELESS ASSERTION.

Having motor-cycled for many years without any undue di-

ficulty with my rear lamp, I refuse to believe that any greater difficulty can exist when push cycling. Of course, nothing human is 100 per cent. perfect, but the reliability of the ordinary push cycle lamp indicates the measure of reliability obtainable.

Then from all my cyclist correspondents I get: "Motorists are out to move the onus of responsibility of avoiding accidents from the overtaking vehicle to the overtaken." Why say this? On what grounds is the assertion based?

Every law-abiding citizen can neither demand nor wish more than that responsibility should be shared by all parties. The motorist merely asks that the rear red lamp should be carried so that he can be placed in a safer position to perform his share of avoiding danger to others.

It is obviously an unnecessary danger for a motorist to have to avoid an invisible object. And in many circumstances the cyclist without a rear lamp is an invisible object.

ONE WAY OF SHOWING A CAR.



A new way to show the prospective buyer that it isn't only the appearance of a car that attracts, is this model of the new Citroen cut in half. It was shown at the recent Paris show. All working parts, besides other features, are shown so that the buyer may see exactly what he is getting.

MOTOR POINTERS.

South African Market.

The American Consul at Capetown reports that the predicted market in South Africa for 6,000 motor vehicles in 1923 will be exceeded. During the first six months of 1923, 4,145 motor cars and 152 motor trucks were imported. Over 90 percent of these cars come from the United States or from Canadian factories owned by United States manufacturers. Little evidence of the severe depression prevailing in South Africa during the year 1922 could be found in the motor vehicle trade," says the American consul, "which is chiefly due to the fact that motor cars are no longer looked upon as a luxury but rather as a necessity. Furthermore, the decline in prices brought motor cars within the means of certain persons who heretofore could not afford them."

not yet for the average diver and average car condition.

And don't be tempted to buy cheap unbranded oil—you'll find it deucedly expensive in the end.

And if you're keen on good results don't put a gallon in at a time—half a gallon is better, and a quart still better.

Don't be too lazy or too obsessed with false economy ideas to empty the sump every 2,000-3,000 miles and replenish with fresh oil. It's well worth the trouble.

Don't neglect those ingeniously-designed points of inaccessibility that need lubrication merely because the cleverness of the manufacturer has succeeded in making them inaccessible.

Don't try to "get the better" of the policeman on point duty. Help him all you can. Besides, he might summons you.

Don't assume that pedestrians—especially children—will do the right thing when you sound the horn. Allow for them doing what in your judgment appears the wrong thing.

Don't abuse the use of the horn, or imagine that its blast has magic "open sesame" qualities at cross-roads. All the best drivers use a minimum of such sounds—emergencies excepted, of course.

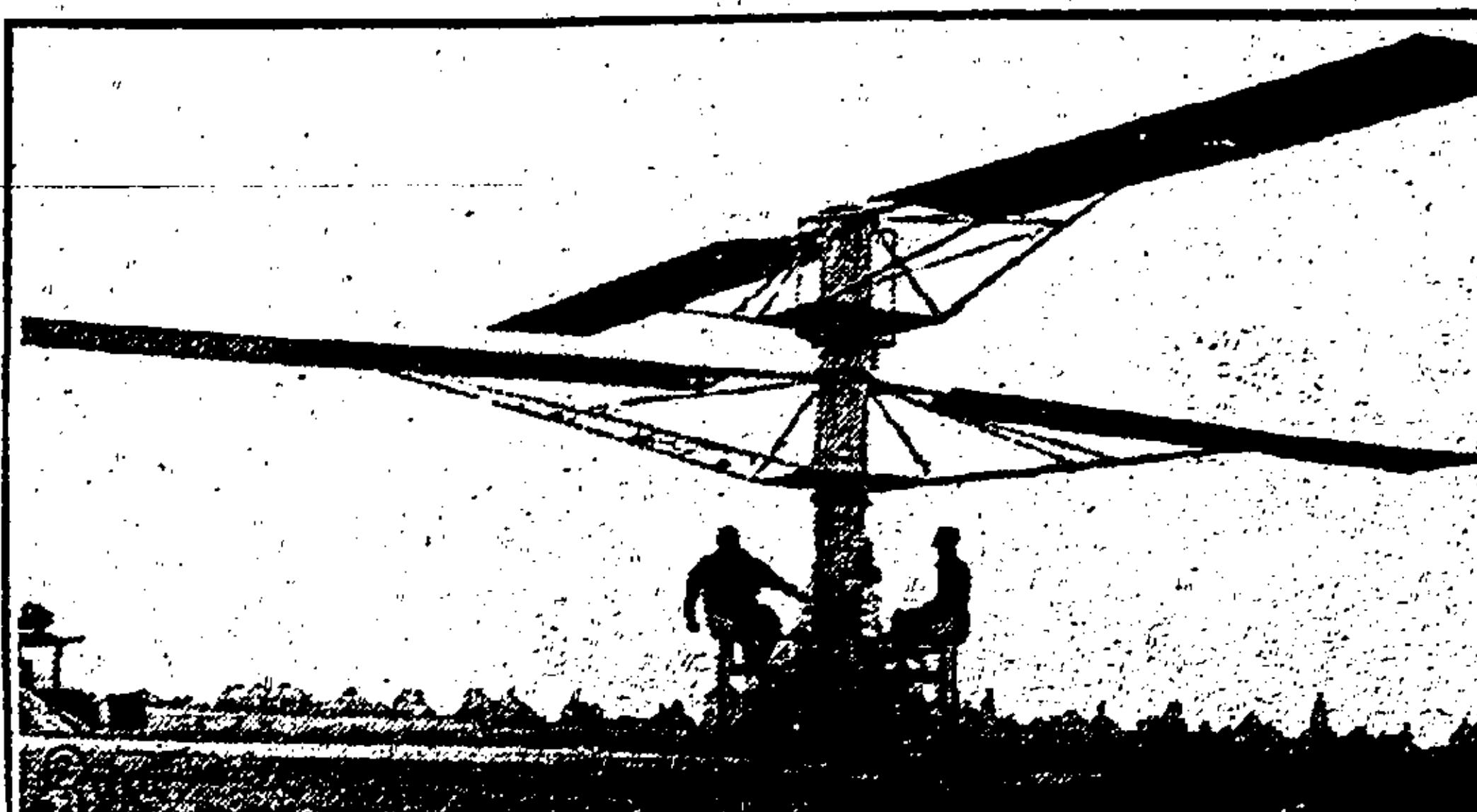
Don't overtake on corners, even if someone waves you on, until you know from your own observation that the coast is clear.

Don't tinker with the mechanical adjustments of your car, unless you know "how to do it."

Don't think that the starting battery has the unending force of Niagara Falls stored within its small compass. It won't last you very long if you do.

Don't try and get too great a mileage out of a gall. on of oil. It won't pay you. These wonderful stunt test achievements are

THE HELICOPTER—LATEST IN AVIATION.



Here is the Perry helicopter, recently completed at Lombard. During a recent flight it lifted 3500 pounds of dead weight directly off the ground straight up into the air. It has two pairs of wings superimposed one above the other and revolving in opposite directions. The wings have a spread of 44 feet. It is said the craft can rise or land in a ground space of 100 feet and can fly sideways or hover in the air like a bird.

Firestone

Belief in the standard of **MOST MILES PER DOLLAR** has brought acceptance of that standard from an ever widening following.

Most Miles Per Dollar

DISTRIBUTORS: The DRAGON MOTOR CAR Co., Ltd.

1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

33.8 MILES PER GALLON

on a run from New York to San Francisco.

THE GRAY TRUCK CHASSIS

is fully equipped with

Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

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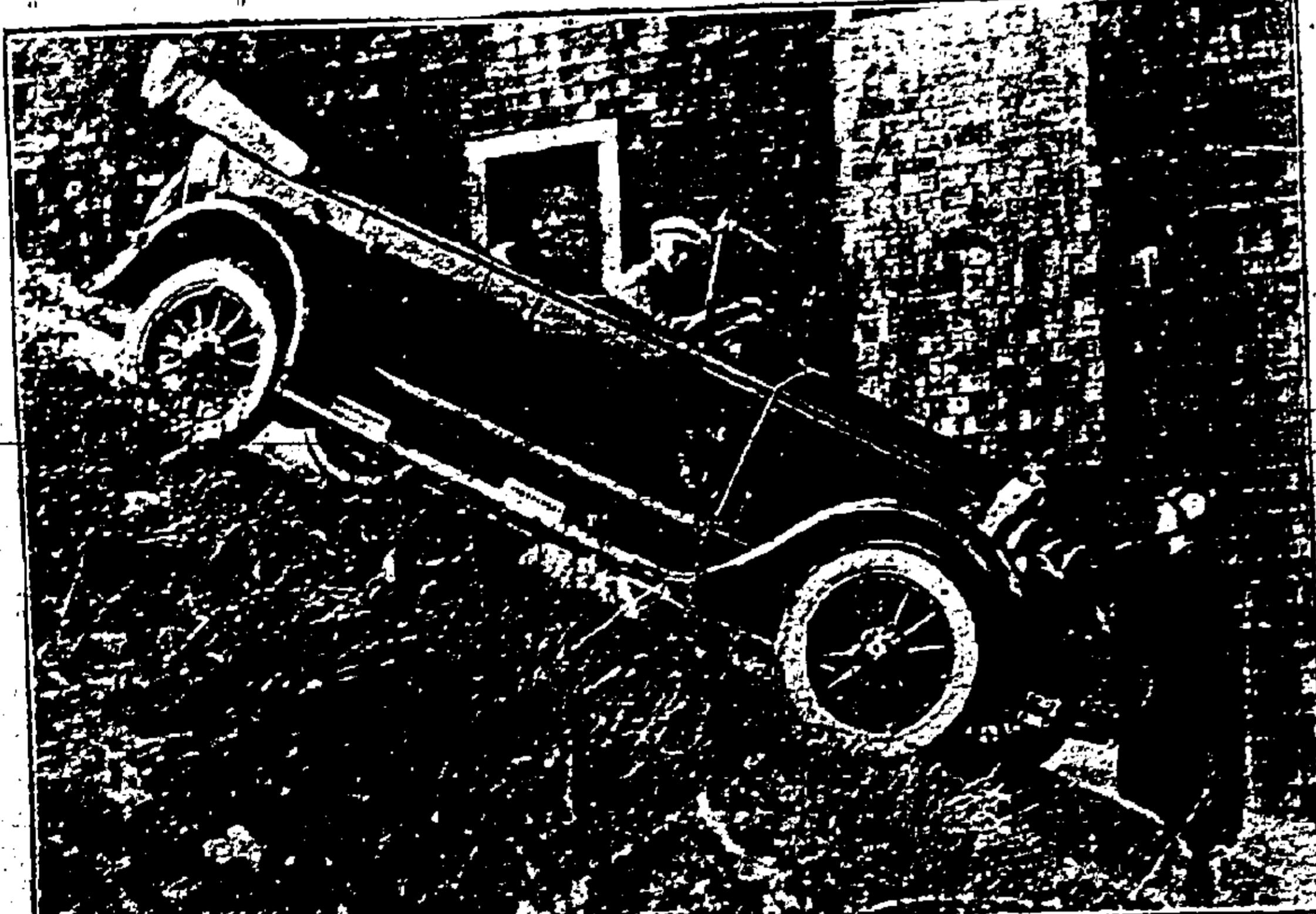
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FACTS THAT SPEAK FOR THEMSELVES



1924

OFFICIAL POLICE
BREAKING LIMITS
(Tests always car
rided out dry
roads)

BUICK PERFORMANCE
ON DRY ROADS

BUICK PERFORMANCE
ON WET ROADS

Four-wheel
brakes

10 m.p.h. 9' 2"	10 m.p.h. took 2'	10 m.p.h. took 3' 11"
15 m.p.h. 20' 8"	15 m.p.h. " 10' 2"	15 m.p.h. " 11' 9"
20 m.p.h. 27"	20 m.p.h. " 16' 8 1/2"	20 m.p.h. " 20' 8"
25 m.p.h. 33"	25 m.p.h. " 27' 1 1/2"	25 m.p.h. " 29' 9"
30 m.p.h. 33' 3"	30 m.p.h. " 33' 8 1/2"	30 m.p.h. " 42' 9"
35 m.p.h. 113"	35 m.p.h. " 41' 3 1/2"	35 m.p.h. " 59' 1"

(Speedometers were tested before and after the test and were found to be registered correctly.)

1924

Four wheel
brakes

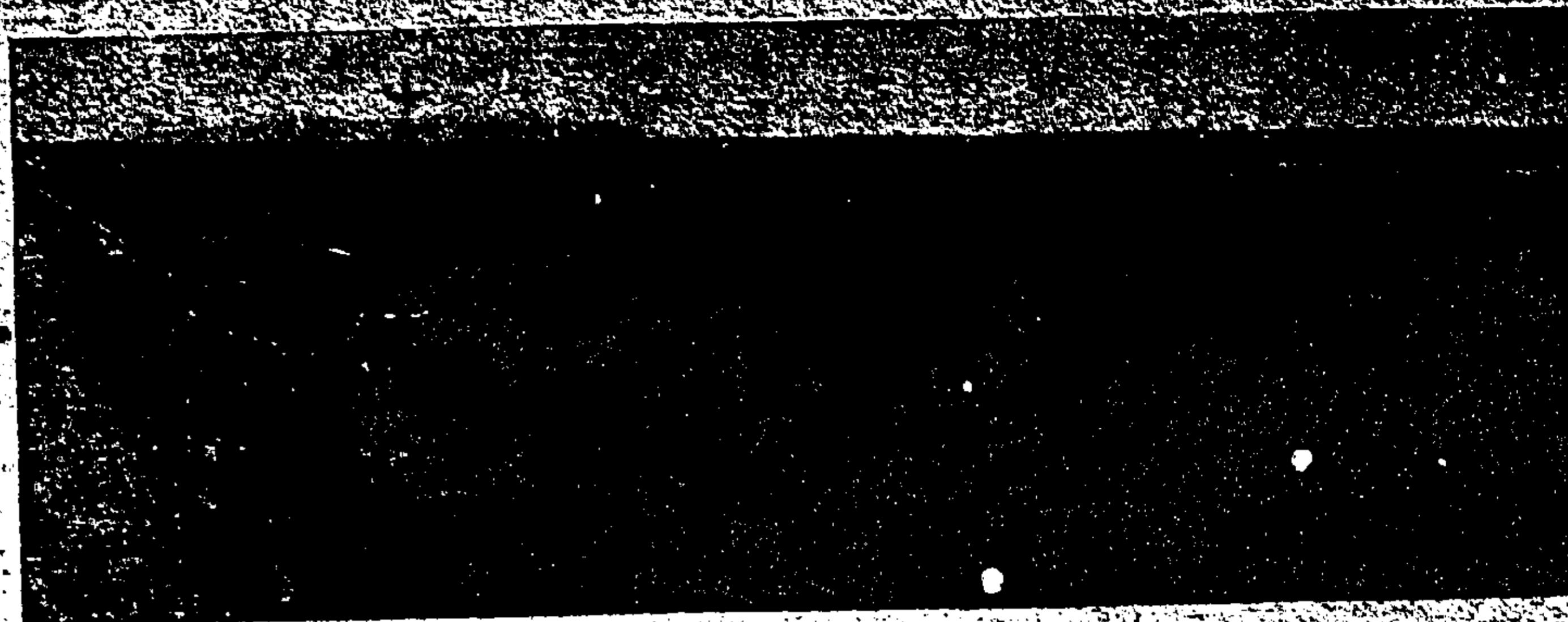
BUICKS

HOISTING CAR ON BATTLESHIP.



Captain Reginald Belknap of the U.S. battleship Colorado received a present of a motor car and took it along with him when the Colorado left for southern waters. Photo shows it being hoisted on deck at New York City. Captain Belknap will use it when he reaches foreign lands.

THE HONGKONG & KOWLOON TAXI-CAB CO., LTD.



Here is another picture showing American sportsman making use of a Harley-Davidson combination truck during a shooting expedition.

STUDEBAKER BIG-SIX.

NEW YORK SHOW.

Wonderful Running Performance.

On Dec. 19th last a 1919 Studebaker Big-Six touring car which had run nearly half a million miles arrived in South Bend, Indiana, on its way from Los Angeles, to New York City.

A rousing reception was accorded the car on its arrival. It was escorted through the streets by a long line of Studebaker employees' band of 50 pieces.

Daily for three years, this car ran 400 miles and its total mileage was more than 475,000 before starting on its triumphal trip across the North American continent. It is believed that this is the greatest distance ever travelled by any motor vehicle in a like period of time. And the drivers report that the veteran is performing as well as the day it was delivered from the factory.

This Big-Six with approximately one-half million miles to its credit, is not a rebuilt car. The motor has the original cylinder block, rear axle shafts and housing, while most of the bearings that were in the car when it was delivered from the salesroom floor four years ago are still in use.

If we say that the average owner drives his car 10,000 miles a year this veteran Big-Six has rendered the equivalent of 50 years of service.

The demands made upon it have been unusually severe. This car was delivered on June 13, 1918, to a resident of Santa Paula, California, who drove it 94,000 miles and then sold it to the Associated Transit Company of Los Angeles. For the next three years this Company used it daily to deliver Los Angeles newspapers to outlying California cities. In this service the Big-Six carried three-quarters of a ton of newspapers in the tonneau—a burden equal to the weight of ten adult persons.

In addition, the motor pulled a trailer containing a full ton of newspapers.

Perhaps the most remarkable record made by this car is its survival of three severe accidents. While in the hands of its original owner, it was wrecked by running off the road into the Pacific Ocean where it turned upside down. A year later it was badly damaged in a collision and towed off the newspaper run. Its third mishap occurred when it turned turtle on a wet curve.

TOKYO'S MOTORS.

Number Greatly Increasing.

Tokyo, Jan. 21.—One of the outstanding features of post-earthquake Tokyo is the enormous increase in the number of motor vehicles in use in the city. On the first of September there were barely 5,000 cars and trucks in use here, while a careful estimate made last week placed the present count at well over 10,000—an increase of 100 percent in four months!

The failure of other means of transportation is undoubtedly largely responsible for the great increase in the use of the motor car. Other causes may be found in the lowering of the import tariff on pleasure cars and the removal of the duty on trucks, and in the fact that the Japanese people are last becoming used to motor transportation—perhaps in a short time they will actually prefer it.

DEALERS ENJOY LARGE ORDERS.

Automobile dealers in Tokyo were generally hard hit by the earthquake and fire, but they are among the most fortunate of local merchants, for their business has had an unprecedented boom since the disaster. No single firm has brought in any large portion of the 5,000 automobiles received in the city since September, the largest single order being the one for 1,000 motor busses placed with Sale and Frazar by the City of Tokyo. Comparatively few of these, however, have as yet been delivered. This firm has imported and sold several hundred Fords in the last four months, while the imports

of Stars by Healing & Company has also been very large. Yanase and Company probably come third in the list of large importers, for the four lines they handle—Buick, Cadillac, Chevrolet and G.M.C. Trucks have all had very large sales. One order for 50 2-ton G.M.C. trucks with express bodies has already been delivered to the Imperial Government Railways, and a number have also gone to the City of Tokyo. Fifty Mack trucks have also gone to the Railways, while the City of Tokyo has been a large purchaser of Federal trucks from Takata & Company. Takata has also had large sales of the Maxwell-Chalmers line.

Among the light cars the Gray, which is handled by the Koto Trading Company, has sold very well, and a large number of light trucks of this make are now being imported.

Although most of the new cars brought in are of American origin, several European lines have also had good sales. The Nichi-Futai Citroen Company Tokyo has placed many Citroens in the taxicab service. P. Douville & Cie. of Yokohama, whose office was completely destroyed in the earthquake, are now back at the old stand, and report the sale of 60 Mathis cars to a local taxicab company.

SMALLER COMPANIES DO WELL.

Even the smaller companies have done a rushing business. The Central Automobile Company having placed 20 Kelly-Springfield trucks with the Navy Department. Accessory houses generally have had good sales, and there is no doubt that from now on the sale of automotive parts and accessories will be a big item.—Japan Advertiser.

Columbia Storage Batteries

STARTING, LIGHTING,
IGNITION

"famous for
the service
they render"

We sell batteries.

We recharge batteries.

We clean out batteries.

We renew battery jars.

We renew battery plates.

We renew battery bridges.

We renew battery terminals.

We renew battery separators.

We renew battery containers.

We open up batteries for inspection.

We loan you a battery while repairing yours.

We furnish a most complete motor car battery service.

We have a large stock of spare parts for Columbia batteries.

We give free battery inspection service at our Wong Nei Chang Road (Happy Valley) Service Station.

This includes—

(1) Filling with distilled water.

(2) Hydrometer and volt meter reading.

(3) Cleaning and greasing the terminals.

(4) Cleaning and wiping off top of battery with ammonia or soda solution.

YOUR next battery should be a COLUMBIA!



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Expert and Constant European Supervision.

Telephone C.3855.

A. J. Allison, Service Manager.

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COUGH LINCTUS
THE IDEAL REMEDY
—FOR—
COUGES., COLDS., BRONCHITIS., ASTHMA., ETC.
75 cents. Per Bottle.
PREPARED ONLY
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THE PHARMACY.
FLETCHER & CO., LTD.
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Swatow Drawn Work & Embroideries,
Dealers in all kinds of Silk goods of the best quality.
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The opportunity occupies 25 days only.
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"ITALIT" provides the maximum in durability and safety at a minimum cost.

DEVELOPMENT OF HELICOPTER.

Experiment Abandoned in America.

An editorial note referring to the experience of the United States Air Service with helicopters, which appears in the last issue of the American aeronautical paper Aviation, has a distinct interest, and is not without a moral. It is stated in Aviation: The news that the hangar which used to house the helicopter of Mr. McCook Field will be converted into a swimming pool accompanies the announcement that this "direct lift" machine will henceforth be seen in the Air Service Technical Museum. The temptation is great to say that in this way some use will be made of the money spent on the D.B.

helicopter, and that a swimming pool is a better asset to a flying field than a helicopter hangar. However, there is another angle to this controversial question. Suppose for a moment that some foreign helicopter had suddenly displayed an astonishing performance and nothing had been done by the Air Service to study the possibilities of such an aircraft. The inference is clear: public clamour would have rent the skies as to our backwardness in aeronautical development and one lack of foresight.

Two hundred thousand dollars spent in an endeavour to "lift off" vertically to a height under 10ft. may seem a little extravagant—but on the other hand the ledger stands the fact that the Air Service now knows what it can expect of a helicopter. And that is all to the good." The Royal Aeronautical Society, for instance, have, in common with many other people in aeronautical circles, had considerable doubts as to the wisdom of devoting much time and attention to the helicopter, in view of the urgency of other and, in their view, more practical research. The Air Ministry have offered a prize of £50,000 for a helicopter answering certain conditions, but there is a considerable body of opinion which holds that by its very nature a helicopter can never be so efficient as an aeroplane. Therefore, it is contended, research should be concentrated on the improvement of the aeroplane.

It seems that America has arrived at that conclusion, and has acted upon it. The Air Ministry's offer, it should be noted, involves only a contingent liability rather than an actual liability, and by this offer it has been made reasonably certain that any practical development of the helicopter will be brought to their notice.

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They Satisfy

— and the blend
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LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET.
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.
THREE SLIPWAYS
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
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FRECKLES AND HIS FRIENDS



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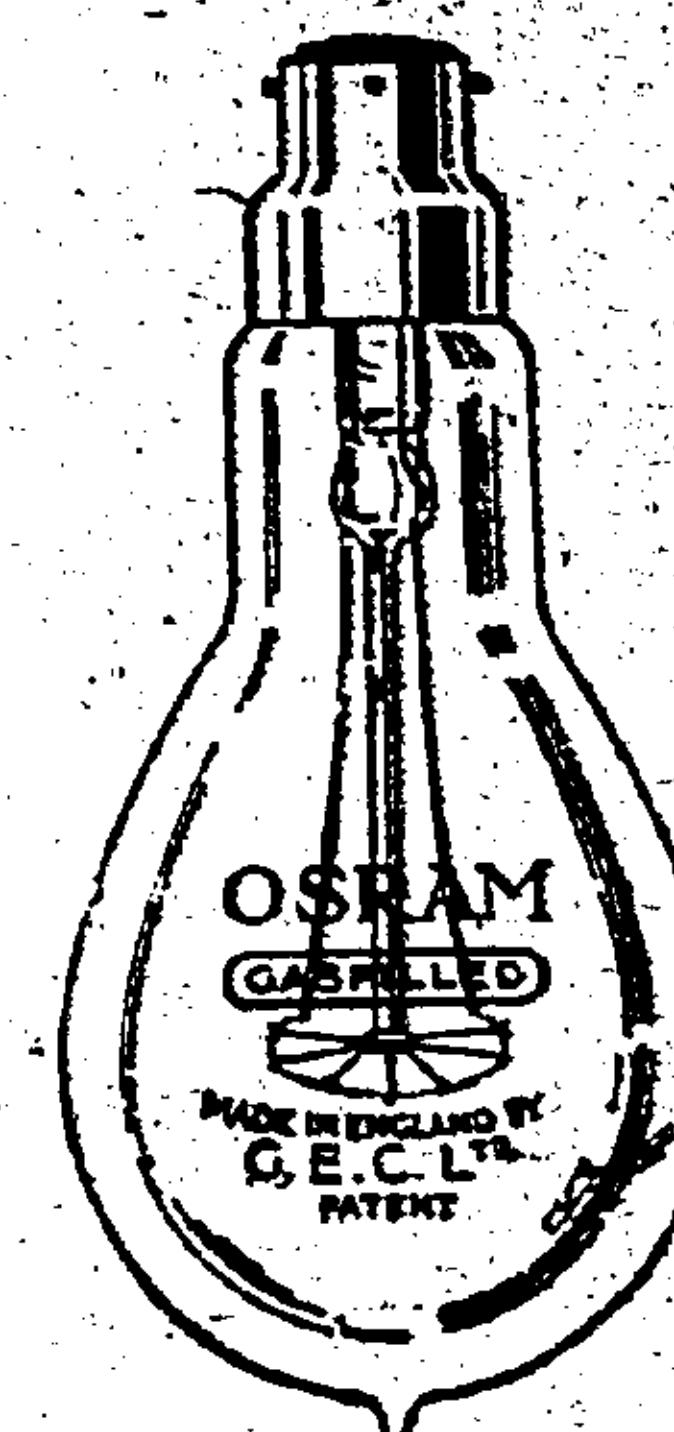
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FROM NOVEMBER 1st. AS FOLLOWS:

30	WATT	.70
40	WATT	.75
60	WATT	.85
75	WATT	1.00

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AND STILL IS

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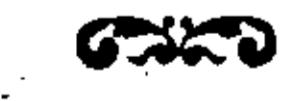
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DEATH.

DAY.—At the Government Civil Hospital, on February 8th, 1924, Harold H. Day, of the Hongkong Electric Co., Ltd., aged 30 years. Funeral passes the Monument at 3 p.m. to-day.

ACKNOWLEDGMENT.

Mr. Thomas Petrie returns sincere thanks to his many friends for their sympathy in his bereavement and for the floral tributes to his dear wife.

The Telegraph.

HONGKONG, 9th Feb., 1924.

AN AMAZING AFFAIR.

A few months ago the commercial world of China learned with interest of a decision by the Australian Government to close its Trade Commissioner's office in Shanghai and dispense with the services of Mr. Edward S. Little, the Commissioner. This information came in the form of a newspaper extract, first reproduced in one of the Shanghai dailies, which gave a fairly full account of a discussion in the Commonwealth Parliament of the alleged peccadilloes of the Trade Commissioner, and the seeming lack of benefit from his activities. Among the charges brought against Mr. Little were his alleged neglect of opportunities for pushing Australian trade by giving preference to a business in which he was supposed to be interested financially, his alleged general unpopularity with the commercial community, and his alleged profitable "deal" out of the exchange fluctuations in his salary of taels compared with the Australian pound. There were minor charges of other kinds as well. Were one to accept those allegations as correct—and the impression made by a Parliamentary discussion on the minds of the general public would naturally be a serious one—there could be no occasion for surprise at Mr. Little's dismissal. On the other hand, were one to learn that the accusations were unfounded, the only feeling towards Mr. Little could be a deep sympathy and a hope that he would receive adequate redress. We are not acquainted with any of the parties to this dispute, and we do not know any of them even by sight, but we feel that the matter has become one for a wider publicity than it has received; and as absolutely impartial commentators we can leave those of our readers who care to con-

sider the matter to form their own conclusions. At present we write without any knowledge of what further investigations or Parliamentary discussions there may be; but from all that has transpired during the past few months we feel sure that more will yet be heard of what can fittingly be described as an amazing affair.

Our reasons for approaching the subject again and giving it such a measure of publicity in our columns, is that we have been enabled to pursue a defence of his position which the late Trade Commissioner is sending to the Commonwealth Government and to every Australian M.P., with a plea for their further consideration of his case. Mr. Little sets out the various charges made against him, and replies to each in turn, in a manner very frank and apparently convincing. He declares that the attack made on him in the Australian Parliament took him entirely unawares; certain undisclosed information in the possession of the Ministry was referred to in a manner that suggested misconduct on the part of the Commissioner's part; and the report made by Senator Bakshap (who went to Shanghai to investigate) has not been given its due consideration. This report completely exonerates Mr. Little from every charge made against him, besides supporting the suggestion that he was the victim of deliberate misrepresentation. Mr. Little states in the course of his defence that he disclosed the whole of his financial interests in China to the Commonwealth Government and scrupulously observed their conditions; he proved he had no investments whatever in a Shanghai firm bearing his name and did not give them trading preference; he did all he could to obtain publicity for all the samples arriving from Australia; certain significant passages in cables sent to the Government by his accusers were omitted from the Parliamentary report; threats were uttered to him that every attempt would be made to oust him from his position; he naturally made no profit out of his salary (which was not excessive for his office) as it was in taels and was spent in China as such; various persons named by his accusers actually testified in his favour; Senator Bakshap was thoroughly impartial in his investigation, which fully exonerated Mr. Little; he was not accorded fair treatment by the Government; and, in short, he declares he was the victim of deliberate calumnies. He refers to the supposed enquiries by an M.P. in Hongkong whom the local Chamber of Commerce had not even heard of during his apparently short visit to the port.

Above is a brief summary of Mr. Little's defence. He publishes in full all documents connected with the matter, apparently sure of the verdict of any unbiased investigators. He appeals for justice to the "profound sense of right," irrespective of political feeling, which exists in the hearts of men of British race. If the facts are as Mr. Little states them, then he has certainly suffered a severe blow to his prestige and reputation for integrity, which he claims extends over 37 years in the Far East. If there has been the deliberate campaign of false accusations which he refers to in his defence, then he has been the victim of a terrible injustice. We trust that if he be able to vindicate himself before the representatives of the Commonwealth Government, there will immediately be a public retraction of the grave charges he has had to face. That would be the very least that would be due to him.

A Company Dispute.

It is unfortunately not very often that the relationships between shareholders and directors of public companies ever become as strained as they are to-day in the Green Island Cement Company. The extraordinary general meeting held on Thursday at which four of the directors resigned because they interpreted the action of shareholders as tantamount to a vote of no confidence was not only one of the most outstanding happenings of the week, but is probably without precedent in the history of public companies here. So far as the merits of the dispute are concerned—whether the policy advocated by Mr. D. G. M. Bernard or that followed by the shareholders is the better—it is not our purpose to discuss them. We don't know enough about the workings of the Company for one thing and we don't know any "inner history" for another. But we do think we are privileged to express regret that at a meeting of so important a local concern such uncompromising attitudes should have been displayed. It must be assumed that both directors and shareholders were actuated in holding the views they did by a desire to do the best for the Company of which they are part owners, and, surely, some preliminary "feelers" could have been exchanged before the meeting and so have avoided the spectacle of a public rupture. It was surely unique to see shareholders forcing directors to take more money from them, and it was equally unique to see directors attempting to refuse it, but inasmuch as the question was one wholly concerning the future development of the Company it is hard to see why some compromise could not have been arrived at.

The lesson of it all is, to our minds, that local shareholders are determined to become more articulate than has been customary in past years. And, so far as that is concerned, we can see nothing at which to object.

A Fine Site.

One of the most pleasing features of the settlement of the military lands question, if it be effected, will be the eventual securing for the public of that big stretch of ground on Nathan Road, Kowloon, which is bounded on the one side by Haiphong Road and on the other by Austin Road. The whole plot comes to over 78 acres, but, of course, in the eventual lay-out a considerable portion will have to come off for roads, etc. Nevertheless, it is a fine piece of ground, and it will be something very much to the good when it is put to better use than the stabling of mules, etc. We are wondering what will be the ultimate fate of this area. It would, of course, make quite a fine European reservation, but this is unlikely in view of the character of the plans laid down for the future development of the whole of Kowloon Point. We do hope, however, that the Government will not permit this site, situate on such a magnificent road, being put to whatever purpose the eventual purchasers think fit. It would be something approaching a disgrace were the Nathan Road frontage, for example, to be utilised for the erection of Chinese shops, either with or without the customary tenements above. There should be some provision laid down whereby a measure of control is exercised by the authorities over the type of building to be allowed on this land. In making that suggestion, we know that we shall have with us the support of the majority of the European residents of the peninsula.

TO-DAY'S MISCELLANY.

The problem of fires originating in the coal bunkers of ships, and the means of minimising the risk of them, was discussed in a paper read by Mr. John H. Anderson before the Institute of Marine Engineers.

Mr. Anderson said that an average of two hundred vessels per annum were destroyed from fires caused by spontaneous ignition of the coal in ships' bunkers. Broadly speaking, all coal was liable to spontaneous ignition under certain conditions. Old heaps of coal should be cleared out of a hold before new coal was put in, because the new coal was easily fired by the heat from the older stuff. Wood should be absolutely prohibited in every place where bunker coal was stored. Where large tonnages of coal were put into one great space it should be seen the coal was not piled up above the height where it was safe to vent itself without risking fire.

Bulls and Inners

From the Office Butt.

There is no truth in the theory that Hongkong's recent Military sharing. No girl wants to marry over-contributions were in a human hairbrush.

Even cement will not keep books, "your favourite author" some shareholders and directors is dear at \$1.00 together.

What some of these shareholders want is evidently a reinforced cement Directorate.

Market report.—Firecrackers have been booming since our last report.

The "intelligent" composer who referred to the Bear of Education must have meant a Horn.

Memorise this after reading it once:

Whisky when you're well makes you sick!

Whisky makes you well when you're sick!

We should think more of Sir John Oakley's "greeting" in his award if it had not been accompanied by a bill for about seventeen million dollars.

As it is, we feel like doing the greetin' ourselves.

The monthly report of the Hongkong S.P.A.C. shows that there were fourteen sheep and goats seen ashore during January. We observed far more than that in Brokers' Alley in one day.

A fire interrupted a wedding in London, but it went out. Bet that's more than the bridegroom can do now.

There are five pay-days next month, but it's then that we begin to order our summer clothes.

Friday is fish day. Suppose the bachelors will be the poor fish on Friday, 29th February.

We do not think \$1.90 a foot a bit thick for the Mule's Home in Kowloon.

But the small is.

Statistics show that if we work hard we may pay all last Christmas bills before December 25th this year.

One thing about Leap Year, it gives us an extra night out.

Cigar business at Home only increased four per cent last year, despite the fact that there was a General Election.

The printer's "devil" who made a contemporary refer to the festive week as "these fast few days" deserves promotion.

The manufacture of tobacco declined last year. We thought so—nobody seemed to have any when our pipe got empty.

Statistics show that 45,093,982 bunches of bananas were sold last year in the States. That song-writer must be a liar.

The days are getting longer now. Suppose somebody will claim that the Labour Government is responsible.

If your Leap Year prospect has a monstache, kissing a hairbrush will toughen your lips for it.

"An Introduction to the Study of Alternating Currents" ought to have a ready sale among local yachtsmen.

A Canton contemporary says that on account of the New Year, "almost everybody wishes to have his hair cut." This is one barbarous custom that hasn't died out.

Under the heading "Sports of all Sorts," the Post gives figures of the reduction in the Franco-Belgian forces in the Ruhr. France evidently wins, because her figure is 30,000 to Belgium's 4,000.

Never put off till to-morrow whom you can do to-day.

If you want to stay single during Leap Year, wear your Christmass ties.

If you ask her why she doesn't dress instead of going naked, you may remain a bachelor during Leap Year.

Whether a cold snap is pleasant or irritating depends on its being weather or wife.

A boy of fifteen who led Harvard in his exams attracted almost as much attention as a football player.

Sailors wrecked off the Alaskan coast could find nothing to eat excepting porcupines. Stuck up in more senses than one.

DAY BY DAY.

PUBLICITY IS, FOR A POLITICIAN, THE LINE OF LEAST RESISTANCE.—Mr. Philip Gredale.

Tenders are being invited for the construction of a new store at the Central Police Station.

The names of Mr. F. Clemen and Mr. Sik Lam-wong have been added to the list of authorised architects.

It is proclaimed by order of His Excellency the Officer Administering the Government in Council that Saigon is a place at which an infectious disease prevails.

The local manager of the Mercantile Bank of India has received cable advice that a branch of the Bank will be opened at Soerabaya on Monday, 18th inst., in charge of Mr. F. W. Harris.

It is notified that, at the expiration of three months, the Canton Steam Laundry, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

H.M.S. Diomede sailed for Shanghai and Yangtze ports this morning. Owing to trouble between Chinese and local Japanese elements at Amoy, H.M.S. Diomede will call there on her way north.

Observatory returns for January show that the average mean temperature for the month was 62.4, the highest being 74.1, on the 13th, and the lowest 47.5, on the 1st. There were 102.3 hours of sunshine and 1.080 inch of rain. The average humidity was 81.

A new regulation under the Tramways Ordinance reads: "The driver or conductor of a car shall stop or move on the same in obedience to all directions and signals which may be given by any police officer in uniform for the purpose of regulating traffic."

The Water Return shows that the amount stored in Hongkong reservoirs on February 1st was 1,590.73 million gallons, as compared with 919 million gallons on the same date last year. The respective figures for Kowloon were 281.96 and 231.38 million gallons.

Amongst those present at the funeral of the late Mr. H. E. R. Hunter, of the Hongkong and Shanghai Banking Corporation, which took place at the Teddington cemetery on January 4th, were Sir Newton Stabb, Mr. H. Birkett, Mr. H. Looker and Mr. Gershon Stewart.

The funeral of the late Mr. Alex Fr. Norin, fourth Officer on the Swedish motor-ship *Homeland*, took place last evening at the Protestant Cemetery, the burial service being conducted by Rev. J. Kirk Macomachie. Wreaths were sent by parents, brothers and sisters of the deceased, Captain and officers of the *Homeland*, the Swedish East Asiatic Co. Ltd., and the Swedish Trading Co. Ltd.

The s.s. *Yatshing*, of the Indo-China line, has just been released from the quarantine anchorage after having had an outbreak of small-pox on board. The boat came in from Amoy on the 6th, and reported the outbreak, the Captain of the ship, Capt. C. E. Webb, and the Third Engineer, being later removed to hospital, suffering from the disease. The ship has been detained in quarantine until now.

Sir Samuel Chisholm, Bart., Glasgow, a former Lord Provost of Glasgow, and chairman of the Clyde Navigation Trustees, left, in addition to real estate, personal estate valued for probate at \$114,162. He left over £20,000 to various Scottish religious and charitable institutions, hospitals, and the residue being left to the Mission of the United Free Church, the China Inland Mission, and Salvation Army.

SIR EDWARD STUBBS.

IMPOSTOR SENTENCED.

A MANILA INTERVIEW.

China's chaotic political conditions have resulted in a veritable tidal wave of crime in Hongkong, according to His Excellency Sir Reginald Edward Stubbs, Governor of the British possession, who with Lady Stubbs, arrived in Manila yesterday aboard the President Jackson, says the *Manila Bulletin* of the 4th instant.

With the strength of the country being steadily sapped by the warring factions, the starving desperate natives take to robbery and acts of violence in the stern fight for existence while another class of criminals, gun-runners, have arisen to profit by the unhappy condition of the land.

To meet the crises the Governor has greatly increased the Hongkong police force and has staunchly backed the severe sentences imposed by the British courts.

NO MERCY FOR SMUGGLERS.

Arms-smugglers, when caught, are dealt with promptly and severely.

For obvious reasons the Governor could not discuss freely the political situation in China.

"Anything is apt to happen," he said in regard to the Canton situation. It is the old question of "Who shall rule" being refigured on a somewhat larger scale than heretofore. Boiled down, the situation is this: Dr. Sun Yat Sen refuses to recognize the Peking government and the Peking government refuse to have anything to do with Dr. Sun.

"Rumours," the distinguished guest added, "were ripe about a big smash-up in the Canton sector over China New Year, but they do not worry British naval authorities who have sent most of the Asiatic Fleet on cruises north and south, leaving only a small police force in Hongkong."

HONGKONG GROWING.

Governor Stubbs has been at the helm in Hongkong for four and a half years, taking the position in 1919. During his regime the city has experienced an unequalled growth, thanks to a steady flow of immigrants from the back country and the tide of Occidentalism that has been bringing new and bigger business to the island.

The year just ended sees Hongkong with a population nearing the million mark,

the Governor says, and celebrating the biggest shipping year in its history. Health conditions have been steadily on the mend and the present smallpox epidemic is now under control, thanks to an extensive campaign of vaccination and sanitation.

TRAIN OUTRAGE IN SERBIA.

Caught the Lawyer Asleep.

A wholesale train robbery of a very sensational type is reported from Southern Serbia. The Skopje-Orid train, which owing to the prevalence of outlawry in that district, runs only by day (and in the winter makes the journey in two stages owing to the shorter day), was delayed and had not reached the halfway station, Gostivar, by nightfall. Between two villages the engine-driver noticed a barrier of stones ahead on the track, and cries of "halt" were heard at the same instant, accompanied by rifle-fire. A large band of outlaws, reported to be Albanians, held up the train and ordered all the passengers to alight; they numbered about one hundred. They were systematically robbed, some even of their clothing, and those unfortunate ones who possessed neither valuables nor good clothes were maltreated, according to one account. After nearly two hours the train was allowed to proceed. It had been robbed of the sum of over half a million dinars, owing to the circumstances that a number of merchants were returning from a sale. Gendarmerie and soldiers sent in pursuit have so far failed to track the band.

The incident, serious enough in itself, has one amusing side. There was one traveller who escaped. This was a lawyer, who was fast asleep in his compartment. The outlaws did not notice him when they ordered the travellers to leave the train, and he did not wake during the two hours' work of plunder.

Pretended Survivor of H.M.S. Cressy.

The Croydon Magistrates had before them a man who had claimed to be a survivor of H. M. S. Cressy, which was sunk in the North Sea in 1914. The prisoner was George Pugh, 29, described as a gardener, and was charged with obtaining £20 by false pretences from Grace Batchelor, of Dennis-road, Croydon, with intent to defraud. He pleaded guilty.

Detective-inspector Hedges said

that the day before he saw the prisoner at Mrs. Batchelor's house and told him he would be charged with obtaining £20 by false pretences from her by representing that he was her lost son. The prisoner was wearing medals belonging to Mrs. Batchelor's son, who had been missing for nine years.

Mrs. Amy Stuart said that she had known Mrs. Batchelor for a great number of years and knew that she had a son known as Ben, who went down in the Cressy.

She saw the prisoner in the street, and as he looked very ill allowed him to come to her house to rest.

Heleu Wiggins, a daughter of Mrs. Batchelor, said that the prisoner claimed to be her brother Ben. She was present when her mother gave the prisoner £20, which she borrowed.

In answer to the Chairman Inspector Hedges said the prisoner was one of the ranknest impostors he knew. He started his criminal career in 1914. In 1916 he was sentenced to five years' penal servitude for false pretences. He had been identified under a number of aliases as having been several times previously convicted.

The prisoner was sentenced to six months' imprisonment with hard labour. The Chairman said the Bench regretted that they could not give him more than that term, which was the maximum penalty.

HORATIO'S PRISON LIFE.

Two warders at Wormwood Scrubs Gaol have been dismissed and another has been placed on probation and transferred, following an inquiry into the recent smuggling out of the prison of some newspaper articles by Horatio Bottomley.

TRIUMPH

1924 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magdyno Lighting Set

Roller Chain Drive, 3 inch Tires.

Price:—H. K. \$800.

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GENTLEMEN'S TAILORS AND BREECHES MAKERS
(Hongkong Hotel Building)

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We have received a new shipment of English SUITINGS, OVERCOATINGS and RAINPROOFS in many attractive designs and colourings in stripes and checks.

SCOTCH TWEEDS

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There is a good selection of each at price ranging from \$65.00. Flannels from \$55.00

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Legrand et Fils.

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John Exshaw No. I & Very Fine Old Liqueur

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B. B. Pale Old Liqueur.

CALDBECK. MACGREGOR & CO., LTD.

15, Queen's Road Central. (Telephone Central No. 75)

ASAHI BEER

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents

Mitsui Bussan Kaisha, Ltd.

HONG KONG.

Now, is the winter of the Pipe Smoker's content. As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

Skippers ... \$1.20

Pinnace Navy Cut ... \$1.20

B.D.V. Mixture ... \$1.30

Cordangam ... \$1.50

Boardmans, Chairmaz Recorder, John Cotton, Barneys, Parson's Pleasure, Punch Bowl, Army Mixtures all to ... \$1.50

Ardath ... \$1.40

Vafiadis Egyptian Cigarettes reduced to non plus ultra ... \$1.60

La France ... \$1.40

Dames ... \$1.40

Superfines ... \$1.50

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Dairy Farm

MILK

is preferred by all who realize how important good, rich Milk is to health.

THE

Dairy Farm

I. & C. S. Co., Ltd.

HONGKONG.

BOOK

YOUR

STANDING

ORDER

NOW

THE HONGKONG CIGAR STORE, LTD.

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SPECIAL END OF SEASON OFFER

"RITZ"
Felt Hats
in various colors
and styles. All Sizes

\$9.50 each.

MACKINTOSH
& CO. LTD.
MEN'S WEAR SPECIALISTS.
Alexandra Building,
Des Vaux Road.

SEE OUR —
Special Announcement
ON PAGE 3
CONCERNING OUR GREAT

Economy Sale

NOW PROCEEDING

YEE SANG FAT CO.

CLEARING - UP - WEEK
AT
WHITEAWAY'S

Monday 11th. to Saturday 16th.
FEBRUARY.

During This Week we will offer all oddments and remnants
which have accumulated during our Sale, and all spoiled
and out of date goods At

GIVING - AWAY - PRICES

BARGAIN TABLES

AT

HALF PRICE

ONE THIRD PRICE

QUARTER PRICE

ONE DOLLAR

FIFTY CENTS

TWENTY-FIVE CENTS

\$20,000

worth of goods to be cleared

at

LESS THAN COST

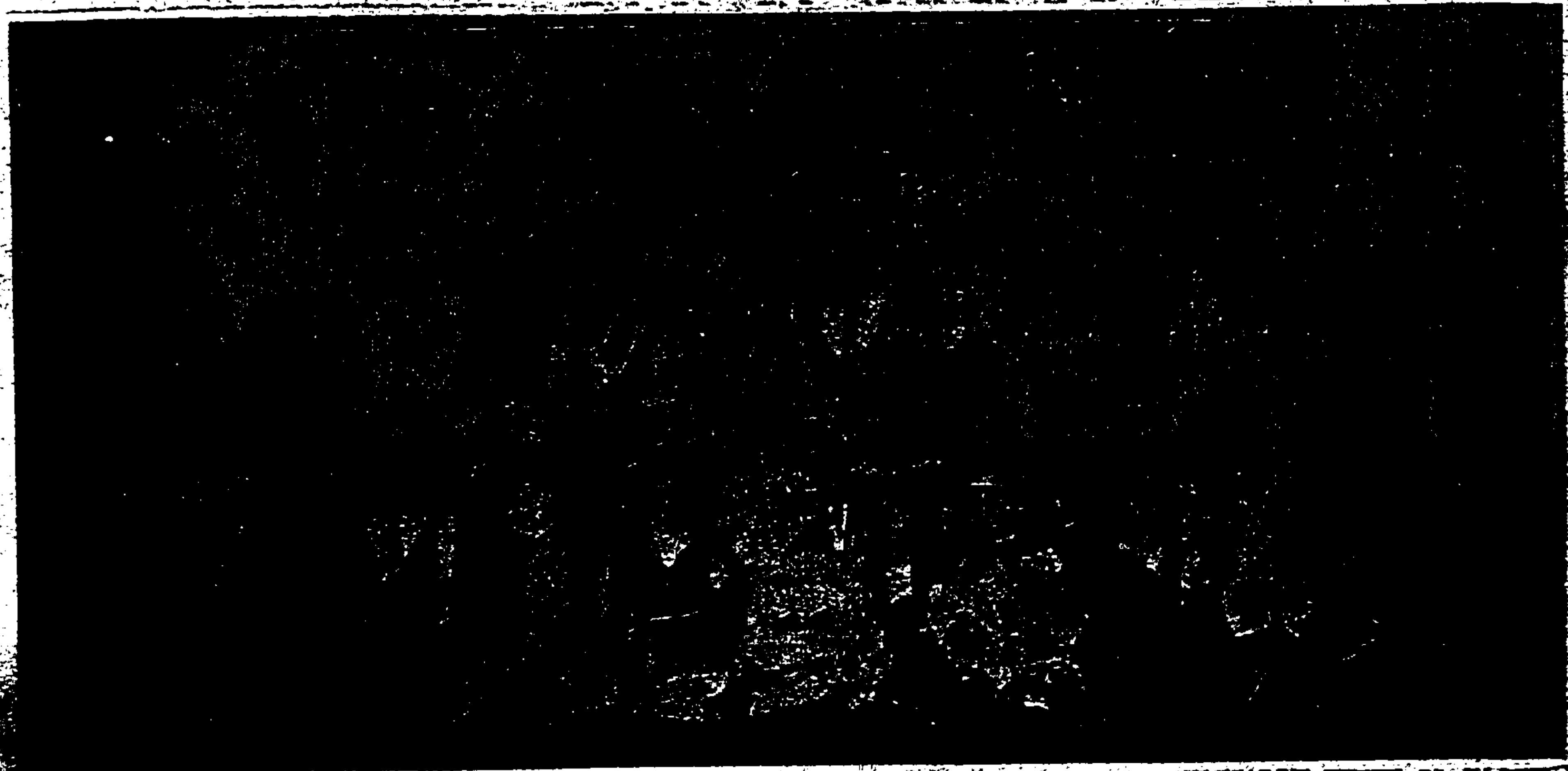
Whiteaway-Laidlaw, & Co., Ltd.

20, Des Vaux Road, Central, Hongkong.

CAMERA NEWS



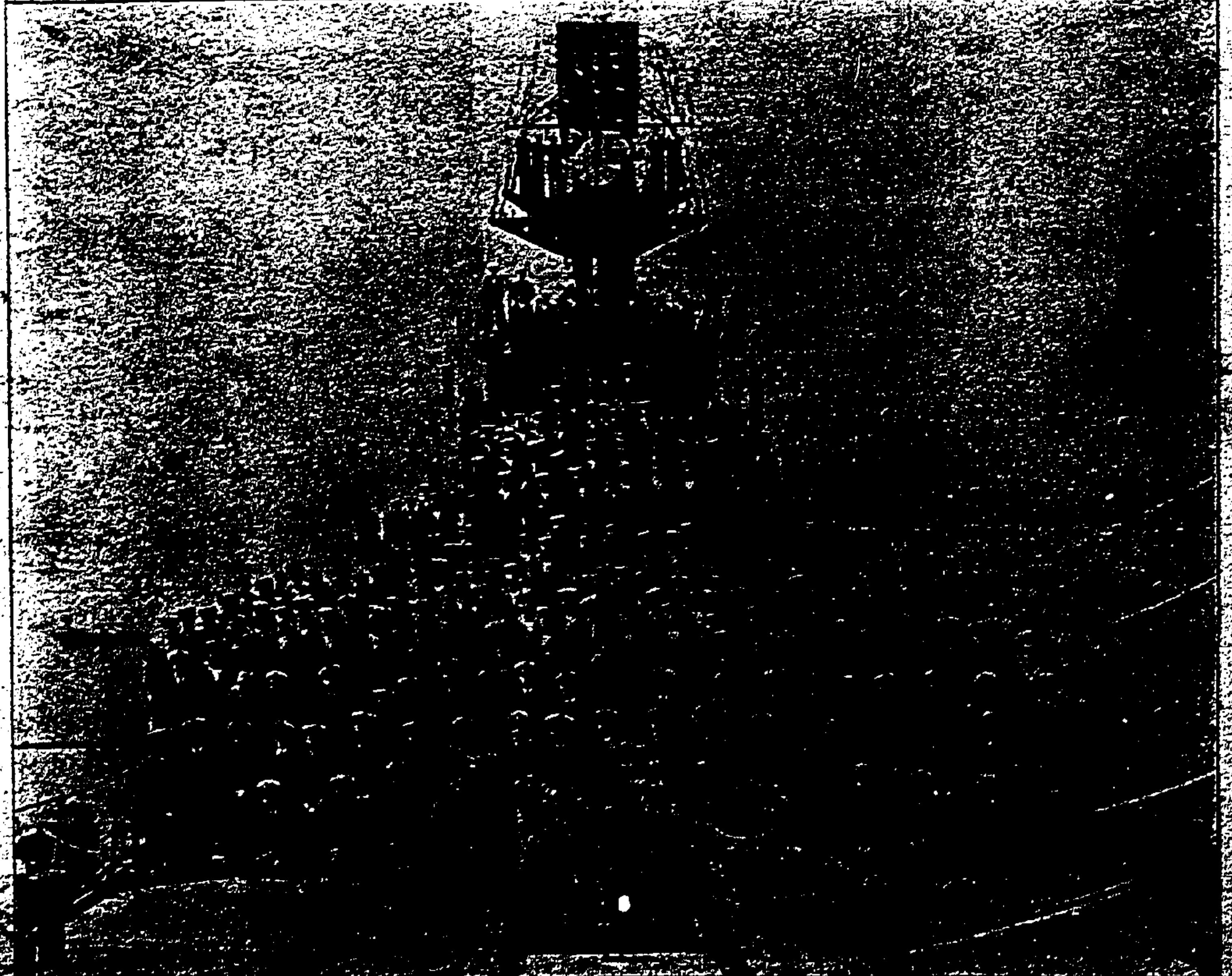
This shows the officers and crew of H.M.S. Despatch with their sports trophies. (Photo: Ah Hing).



Picture shows a jolly children's costume party recently held in Shanghai.



New York is soon to see it
is reported, a new church
building which will reach higher
in the air than the Woolworth
Building now does. It
will be called the Broadway
Temple, and will be situated
on Broadway near 173rd
Street.



This shows the officers and crew of H.M.S. Despatch with their trophies.



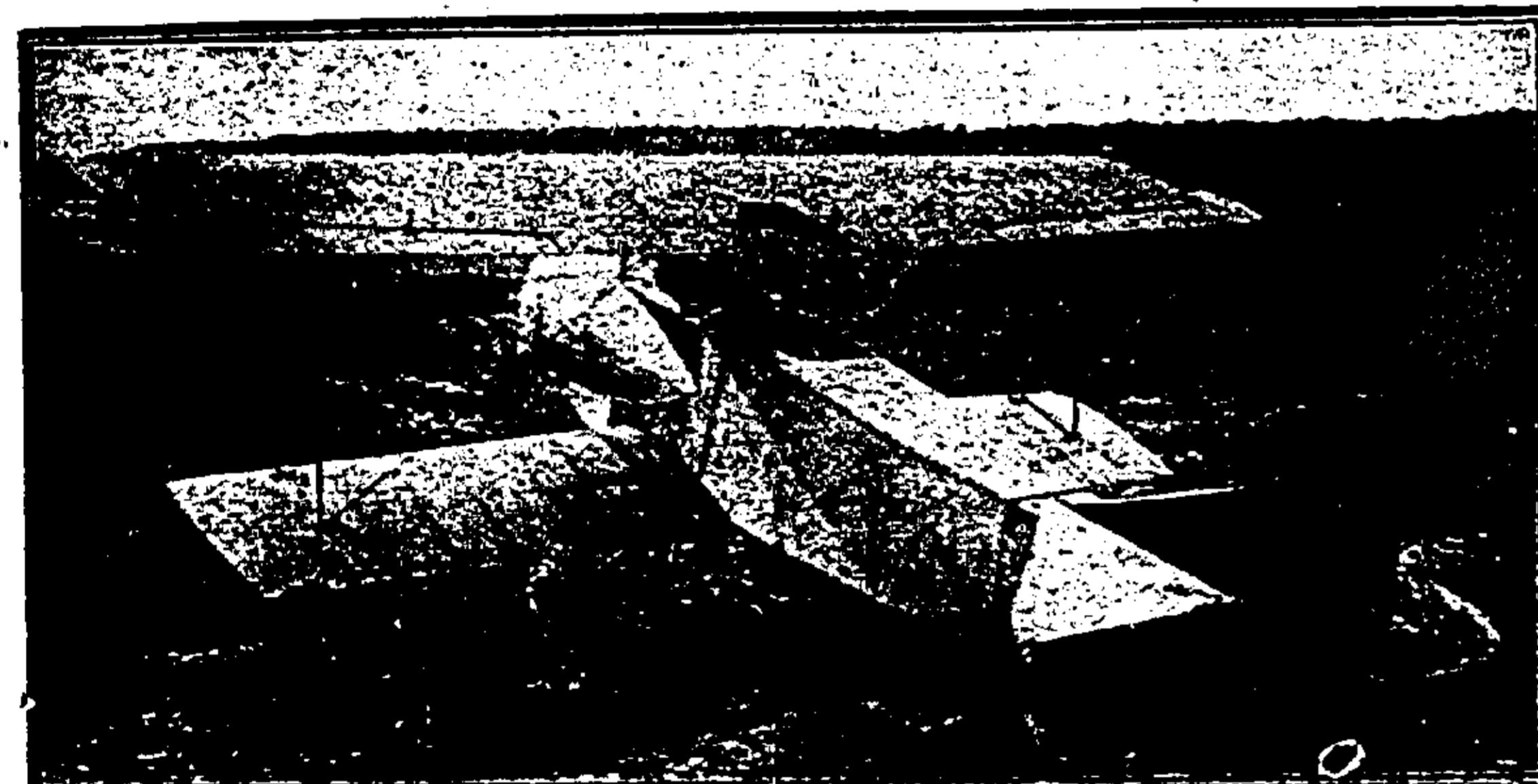
Mr. Lionel Ames, who
was leading "lady" in the
play "Cotton Stockings
Never Made A Man Look
Twice," played by University
of Michigan students
whilst on tour.

THE ADAPTABILITY OF THE TRACTOR.



The type of tractor purchased by General Ho Feng-jing, the Defence Commissioner, can travel anywhere. This interesting picture shows a Citroen car fitted with tractor attachment, traveling over rough country. The adaptability of this tractor for civil purposes was demonstrated by the expedition that crossed the Sahara Desert.

GERMAN AEROPLANES FOR SALE.



Rear view of aeroplane of type offered to the Nanking authorities in unlimited numbers by a German firm whose representative is now in Shanghai. The machine purports to be of the latest model two-man bombing type, but is said to be really of pre-Armistice model.

THORNYCROFT

Once again the supremacy of the world's firms.

THORNYCROFT

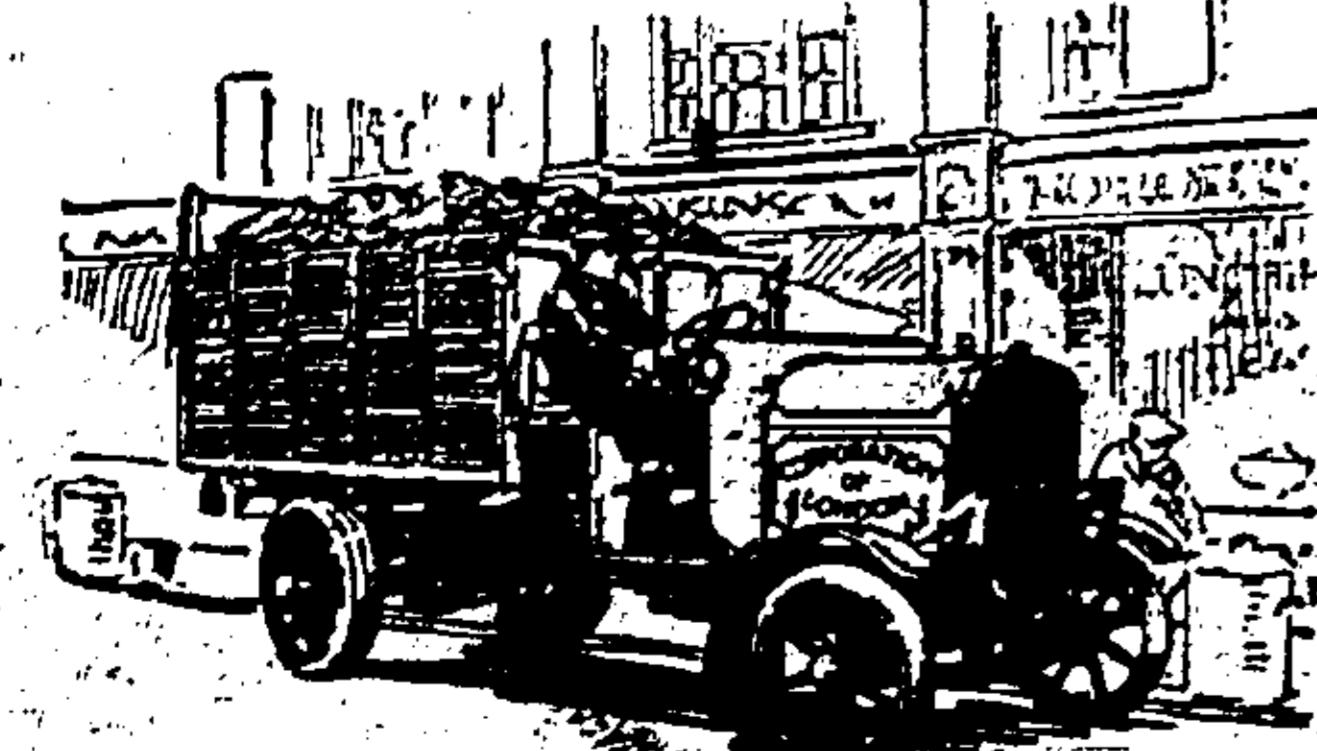
is demonstrated by the recent order of the City of Tokyo for 20 Two-ton "BT" model Trucks.

This order was placed after the Government had made extensive tests on the fuel consumption. 43 miles to 5 U.S. Gallons of kerosene was the enviable record made by a

THORNYCROFT

in these keenly competitive trials.

Once a Thornycroft user, always a Thornycroft booster.



Stocks and Parts carried in Hongkong by

THE HONGKONG HOTEL GARAGE

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

MOTOR FUEL

Some New Experiments.

The year 1924 will witness the spread of a more powerful and more efficient motor fuel than has heretofore been in use.

This prediction is made on the basis of tests now being conducted, and uses already being made, of new automobile fuels.

Large oil companies here and there, are trying out a new form of gasoline in which some ethyl fluid is injected. In the south, a similar fuel is being used. In the gas-well regions of Ohio, Pennsylvania and West Virginia, a process by which gasoline can be extracted from gas is being tested.

Other compounds are introduced at regular intervals. All promising to reduce the cost of fuel for motor cars, produce more mileage and cause less carbonization.

Yet, from the Bureau of Mines comes the assertion that coarse gasoline isn't any worse than the refined or "high test" variety that it works as well as any cleaner fuel. But the advantage of the costlier fuel lies in its capacity to start a cold motor sooner than the other, and to keep the cylinders comparatively free from carbon. So far as mileage is concerned, there seems to be no advantage.

MORE MILEAGE.

It is on the matter of mileage, however, that the motorists will profit this year, if the inventions and discoveries of chemists are commercialized. There is for instance, the ethyl gas produced in the General Motors Research Laboratories in Dayton, last year. Greater mileage, greater power, greater economy are claimed for this fuel. And all it consists of, say the chemists responsible for its discovery, is a small portion of ethyl fluid to ordinary gasoline.

In the south, a fuel similar in accomplishment to the ethyl gas, is now in use.

BETTER ENGINES.

At the same time, automobile engines are being perfected to the point of assisting the fuel in bringing about more mileage, at less cost, and in reducing the carbonization and knocking that motorists now have to tolerate. All indications seem to point toward adoption of certain advantageous features of the Diesel engine to produce this result.

Inventors have been working on the high-compression principle, with view of incorporating it in an automobile engine.

Between this and progress toward a better, cheaper fuel there is hope this year for greater mileage, more economy and less engine trouble for motorists.

BOUGHT ROLLS-ROYCE.



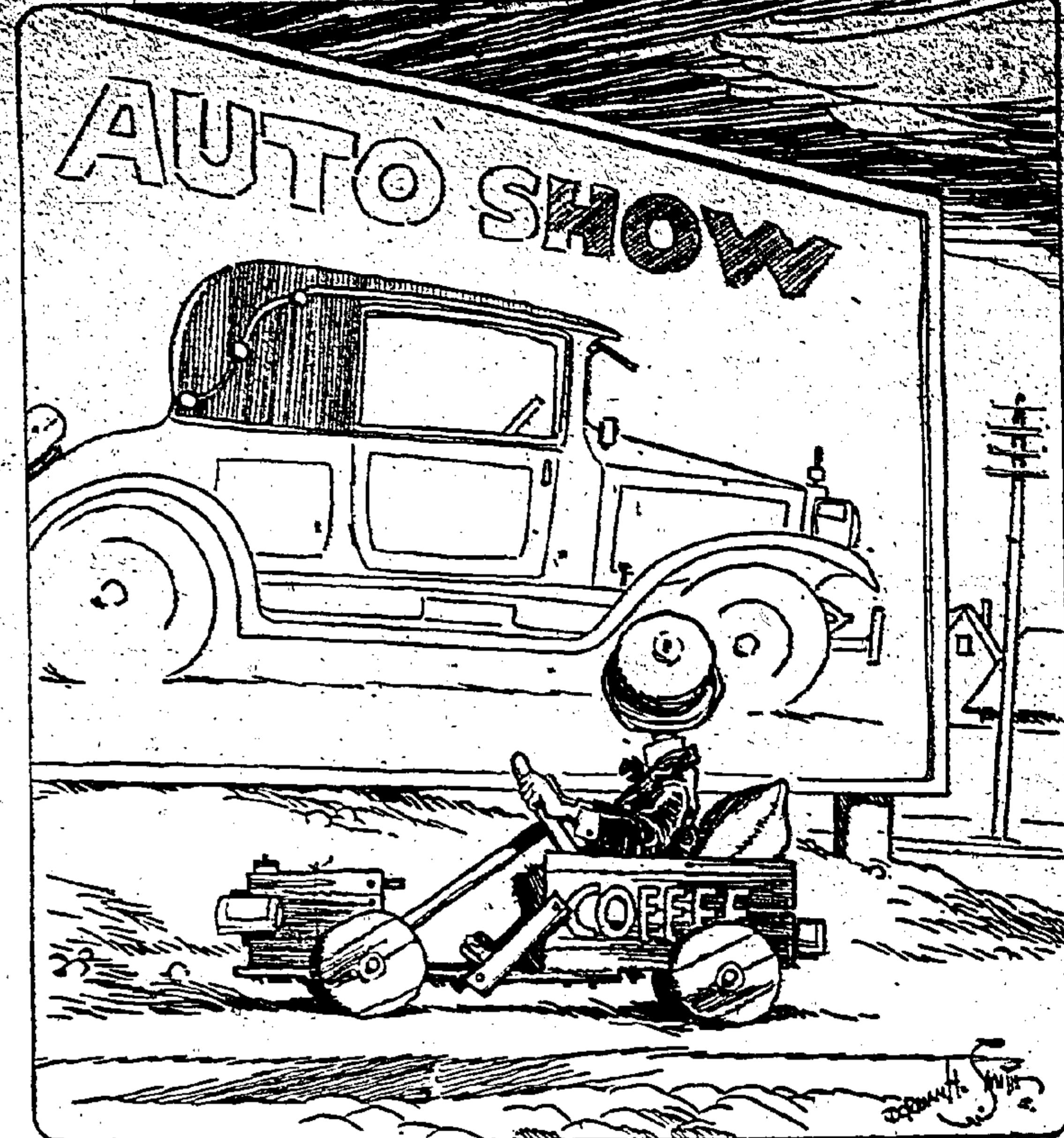
Lieutenant Osborne Wood, son of General Leonard Wood, Governor-General of the Philippines, who recently bought a Rolls-Royce car through the agency of the Hongkong Hotel motor department.

Aid to Economy.

Remarkable results were obtained in a recent trial of the P.A.S. Injector, conducted by the R.A.C. The device was fitted to the 11.8 h.p. engine of a car weighing a little over a ton. With the injector out of action a consumption of 31.55 miles per gallon was obtained, the test being carried out at an average speed of almost 30 miles an hour in a 22-mile run on the Brooklands track. In a precisely similar run with the injector in operation, the mileage per gallon rose to 39.05. The device is designed to admit a mixture of hot-air and steam to the induction pipe; it is controlled by a lever fitted in any convenient position at the driver's hand.

Cutting the Cost.

Low operating cost depends upon, careful attention of the driver. The following suggestions will help:—Drive in such a way as to brake as little as possible. Always throw out the clutch and close the accelerator before applying brakes. Drive with the carburetor choke control in the position that designates that the engine is running on the carburetor mixture and not the choke. Always drive with the spark fully advanced, except when pulling steep grades at low speed.



HOPE SPRINGS ETERNAL.

MOTOR STATISTICS.

MOTOR CONGRESS.

Some Interesting Figures.

Traffic in cities, and on fine days on the highways, has become so congested that many believe there can be no room for more. Well, figures just compiled by the U.S. National Automobile Chamber of Commerce show the situation isn't as bad as all that. There has been greater congestion but not to the extent of saturation.

The increase of new motors produced in 1923 has been only 50 per cent. above that of the year before. Which isn't as great a degree of increases as the 60 per cent. rise in 1922 production over that of 1921.

However, here's the anomaly. While the 50 per cent. increase of 1923 production over that of 1922 amounted to 1,354,936 autos and trucks, the 60 per cent. increase of 1922 over 1921 was much less—987,514.

What queer tricks figures do play:

Take the production of closed cars, too. Thirty-five per cent. of the 4,014,000 new cars in 1923 were enclosed. Thirty per cent. of the 1922 new cars, which amounted to 2,559,064, were enclosed. Yet this apparent increase of only 6 per cent. in proportion, was an actual increase in enclosed cars of from 715,028 in 1922 to 1,233,000 in 1923.

CHEAPEST COMMODITY?

That's only an introduction to the interesting facts brought out by the N. A. C. C. figures. These go into finances connected with production, registration of motor cars, the car's relation to other industries, and many other related subjects.

For instance, conclusions of the N. A. C. C. statisticians show that the standard dollar buys more than its worth only in the case of motors and its closely allied products—gasoline and tires. Taking the 1913 dollar as the basis, it now buys 111 cents worth of car, 101 cents in gasoline and 123 cents in tires.

Yet, in most other commodities the 1913 dollar buys only about 50 cents worth of goods.

The average retail price of motors has gone down to \$81 in 1923.

A MOTOR NATION.

The law of supply and demand has worked true to theory at least in this case.

Other figures showing the importance and popularity of the car are these:

Registration of cars in the United States is approximated at 14,500,000—85 per cent. of the total registration throughout the world.

Tire production in 1923, 45,000,000; 1922 production 40,931,000.

Total wholesale value of parts and accessories, exclusive of tyres, \$1,310,000.

Gasoline consumed by motor vehicles in 1923 5,404,184,000 gallons, about 1,000,000,000 more than 1922 consumption.

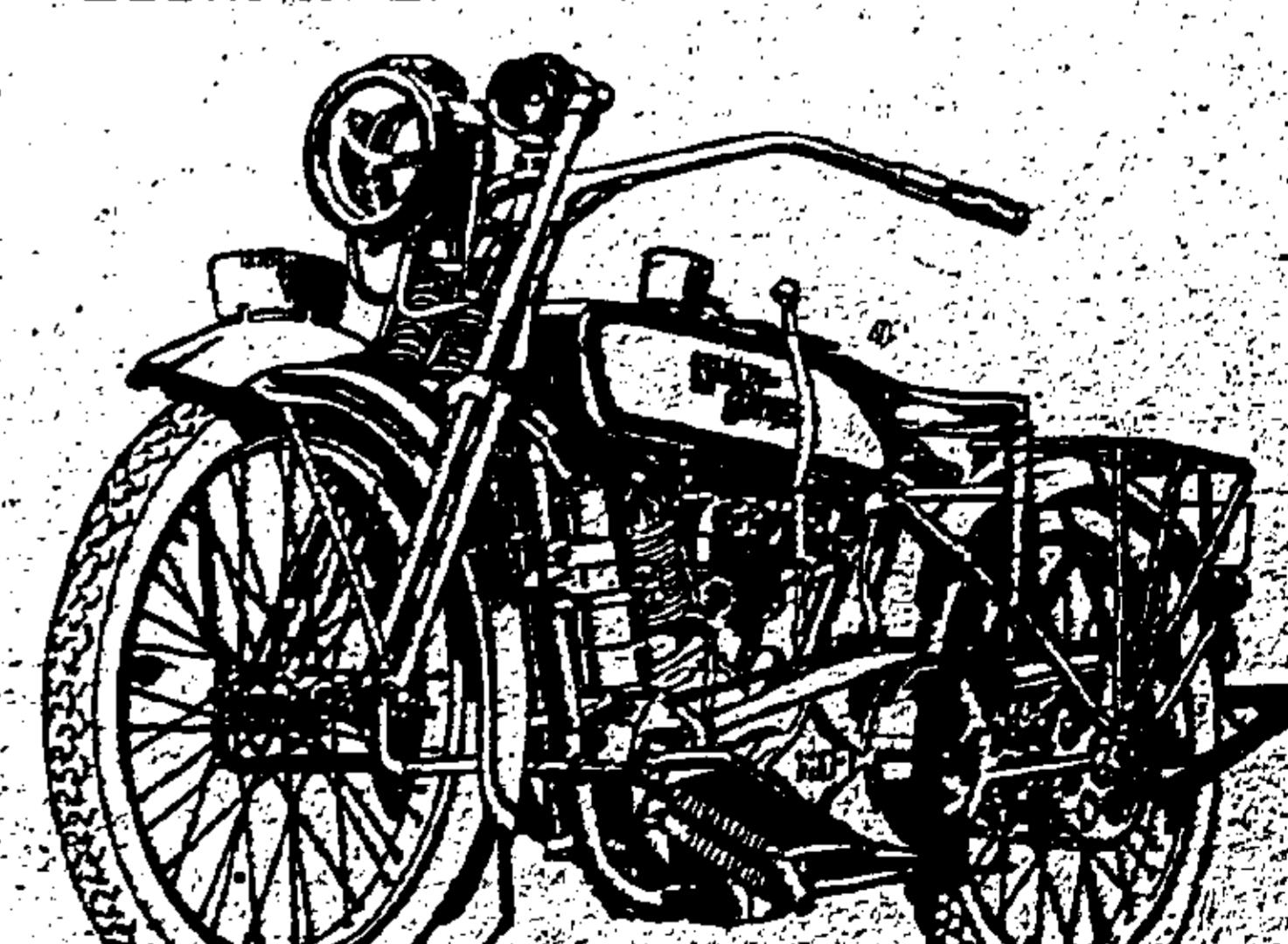
"Air-Sprung" Tyre.

The attraction of the North British Rubber Co., Ltd., at the Olympia Show, was their "Air-sprung" tyre, which is of the straight-sided cord type. This tyre has been specially designed to be used with reduced air pressures, without creating an objectionable acute angle in the tyre wall, and it is of much larger cross-section than the ordinary tyre to carry a similar load. It is provided with a special non-skid tread, but there are no metal parts or steel studs, simply three treads—one standing in the centre, which "air spring" the car, under minimum loads, while, at each side, there are supporting treads, which come into road contact automatically, when necessary, or when carrying a heavier load or an over-load.

Novel Skid Preventer.

The prevention of skidding has always been a fertile field for the inventor, who has attacked the problem from many different angles. The latest is a Mr. F. T. Watson, who claims to have achieved his object by so improving the suspension of the car that the superstructure answers instantly to any side-thrust exercised in "cornering," and so prevents the wheels from losing adhesion to the extent of sliding laterally. The invention, known as the "Rectaskid," consists in effect of a series of ball bearings interposed between the main and first spring leaves. There is little doubt that its use would result in materially increased resilience, and although it is difficult to explain the reason, a demonstration of its action proved that the danger of skidding was greatly minimised.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY
SHEWAN TOMES & CO.
Sales Agents Tel. 781.

LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon
of Shell!

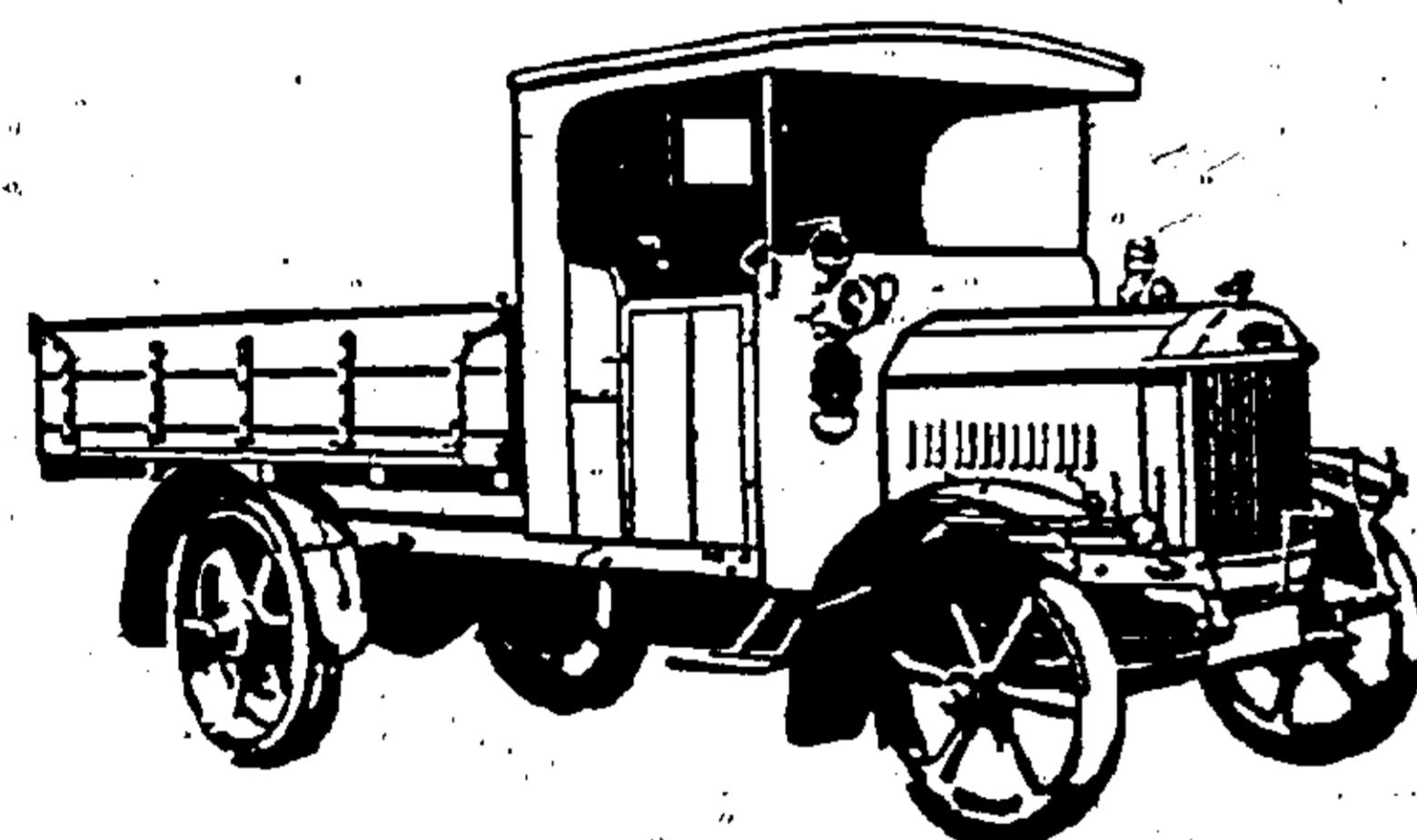
Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL
SPIRIT

PERFORMANCE IS PROOF!

THE ASIATIC PETROLEUM CO., LTD.

Dennis
MOTORS



As used by The Hongkong Government.

2-2½ ton truck chassis

THE TRUCK WHICH HAS PROVED ITS WORTH IN HONG KONG

SOLE AGENTS

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BANK OF CHINA BUILDING, DUDDELL STREET.
TELEPHONE C. 2487.

NERACAR



THE LIGHT WEIGHT MOTOR CYCLE
WITHOUT A PEER.

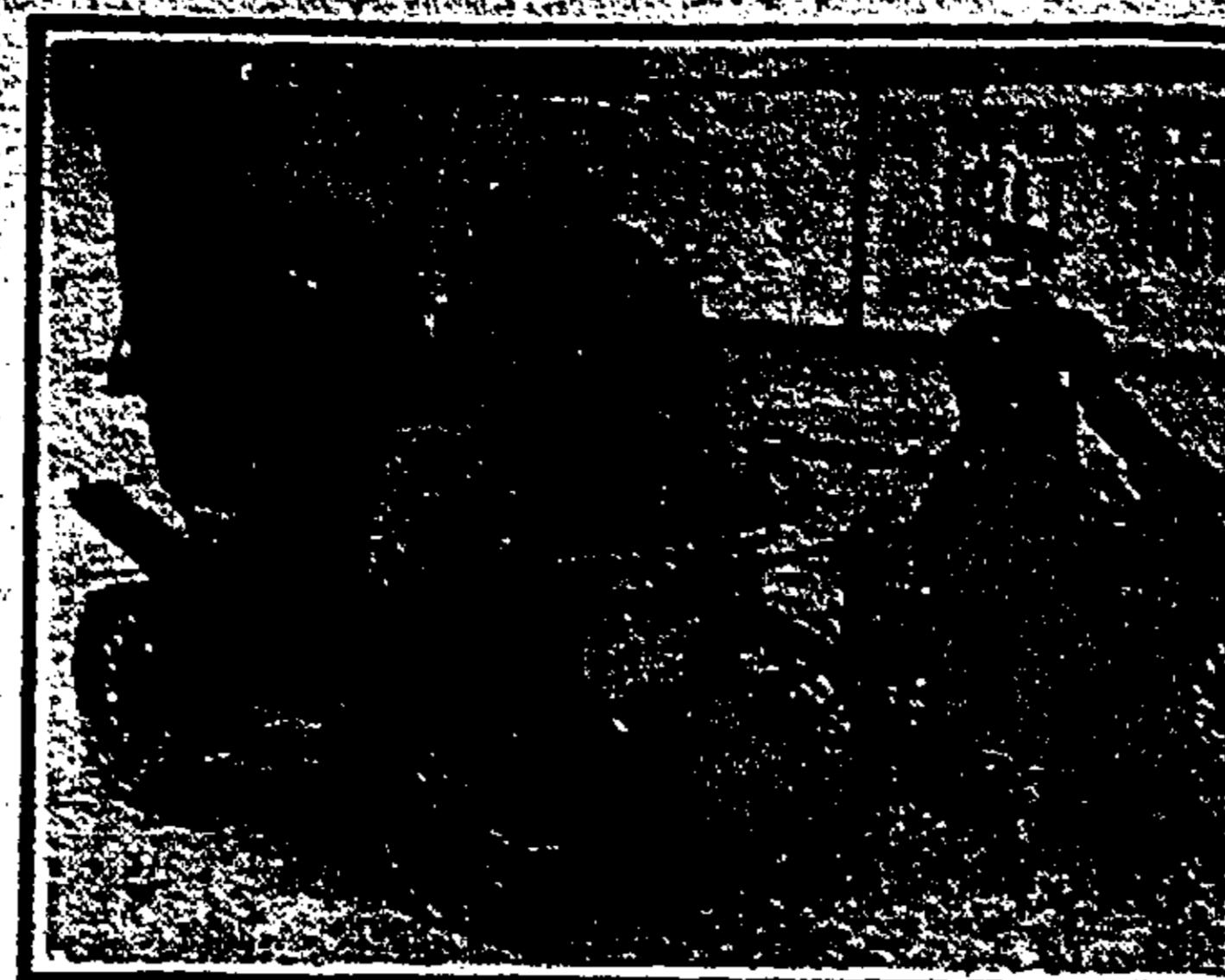
You can go as you are on the "NERACAR". Wide fenders and broad deck protect your clothing from dirt, dust, oil and grease. It is in every respect a gentlemen's motor cycle.

Strongly built, safe and economical, it is capable of doing 115 miles to the gallon of gas and 35 miles per hour—plenty enough speed.

DE SOUSA & CO.

Sole Agents for South China.
2nd Floor, St. George's Building,
Telephone No. Central 1264.

OUT ON THE OLD BUS



These two motorists decided to take their old car for a spin through New York City streets. This photo shows what happened after the 1900 model finally gathered momentum. But the traffic policeman is smiling, so evidently it isn't so serious.

MOTOR DEVELOPMENT.

Features of Last Year.

The outstanding motor improvements of the last year may be classed as follows, says an American writer:

1. Four-wheel brakes.
2. Ballon tyres.
3. Traffic transmission.
4. Multiple-disc, self-adjusting clutch.

5. Perfected straight-eight.

Of these, only one may be considered an innovation—balloon tyres. All the others have been tried out or used in less improved form in former years.

Balloon tyres were thought of long before 1923, but they did not come into popular use until last autumn. Taxis about Akron had been running on these soft-cushion, low-inflated tyres for thousand of miles, just to test them. Now they are being adopted quickly on all sorts of cars.

The popularity of these tyres is still to manifest itself, for they have not yet been offered to the public without reserve. The tyre engineers are still striving to gain the utmost perfection on them before being adapted to general use.

Just as tyre manufacturers have been reluctant to release their new product until fully improved so have the advocates of four-wheel brakes been installing their inventions on more and more automobiles, despite persistent controversy and doubt. There hasn't been as much discussion against the balloon tyre as against the four-wheel brake system, yet it is the latter that has taken the chance of testing public approval or disapproval.

Apparently the public has taken in the improvement with outspread arms. Even some of the engineers and manufacturers who had been outspoken against the wisdom of such an improvement have succumbed to their lure.

The traffic transmission, installed in the new Chandler, is nothing new. It was tried out by pioneer manufacturers. Now, perfected and improved, it comes forth as a relief for the nervous motorist who winces at rasping gears.

Shifting is accomplished by an internal form of transmission, but there are no gears to mesh. All gears are already intermeshed. So that there are no grating gears, and no danger of stripping them—making driving safe for the most unaccomplished motorist.

Packard has succeeded in perfecting its straight-eight engine to a nicely. Perfect balance and freedom from vibration has been secured through a singular design of the crankshaft. The moving parts are in such perfect balance, it is said, that the engine needs bolting only to sustain its weight, while others have to be held rigidly to the frame to absorb some of the excessive vibration.

The multiple-disc, self-adjusting clutch, on the new Cols, is another solution to the problem of making gear-shifting easy and silent.

Tendency to clatter, grab or distort is practically obliterated, say Cole engineers. The interwoven corded fabric and steel plate makes for longer wear. The six springs back of the eleven plates keep them snugly together,

MOTORIZING PITFALLS.

Points for Lady Drivers.

Every woman motorist should pay great attention to the subject of accidents and insurance. If you do not possess a brand-new car, and are a reasonably careful driver, it is sometimes worth while to take out a "third party" policy only. Although it is annoying to have to pay for damage which you do to your own car, it is far worse to have an almost unlimited liability if you damage some other person or car.

Remember that if you are fully insured, and you meet with an accident, you must never admit your fault, whatever you may feel about it, or your own insurance company will be entitled not to pay. If it is obviously the fault of the other persons concerned, it is better not to say much to them, but simply to take their name, address and number, and then drive on, if you can.

If it comes to an actual smash between your car and another, it is better to duck your head at the last moment, when you see that the smash is inevitable. The top of your head is protected by your hat, whereas your face is almost certain to get cut if the glass screen is shattered by the impact.

It is as well to keep your driving license permanently on the car, as the day you leave it in your other coat is certain to be the day that you will be required to produce it.

Although everyone ought to know the rule of the road before they start to drive, it is astonishing the number of motorists who, through ignorance or bad manners, disregard it.

Crossley Prices Produced.

Crossley car prices have been considerably reduced, simultaneously with the provision of additional equipment. The 14 h.p. touring car is now listed at £395, and the 19 h.p. standard model at £750. Four wheel braking can be fitted to the 20.70 h.p. sports model for an extra £35, the standard price (with back-wheel braking) being £875. A speed of 75 miles per hour is guaranteed.

so that the clutch works evenly all round.

Among other important developments in motor manufacture during 1923, may be included:

1. The business type of sedans or coupe, which motorists may use for business or pleasure. The seats and their backs are removable, so that merchandise can be packed into the car, as into a truck. Or they may be placed together, to make a bed for the occupant.
2. Mechanical gear shifting—although this has been in long use on many cars—has come in for added improvement. It is another means of making driving easy for the motorist.
3. Air cleaner, designed for the 1924 Rickenbacker to remove dust and dirt from the air before it enters the carburetor. Incoming air is blown against a cone-shaped head, that deflects the dust and dirt, and allows only clean air to be drawn in. Less carbon deposit in the cylinders and less liability to grate and score the walls are claimed as benefits.

DUNLOP CORDS

for Motor Car or Motorcycle

THE size of your tyre bills depends upon how much mileage you get out of your tyres. **Watch Them.** Fit a Dunlop Cord next time. Note how much longer it last than other tyres. The test of its merit is on your car, not in our argument.

BE FREE OF ALL TYRE TROUBLES
DURING 1924.

AS SUPPLIED TO
THE HONGKONG
GOVERNMENT.

Obtainable in all sizes
from stocks carried by
The Hongkong and
Kowloon Tyre Co., Ltd., Kowloon, and J.
Gibbs & Co., Alexandra
Buildings, C.704 (Sunday & Holiday C. 632).

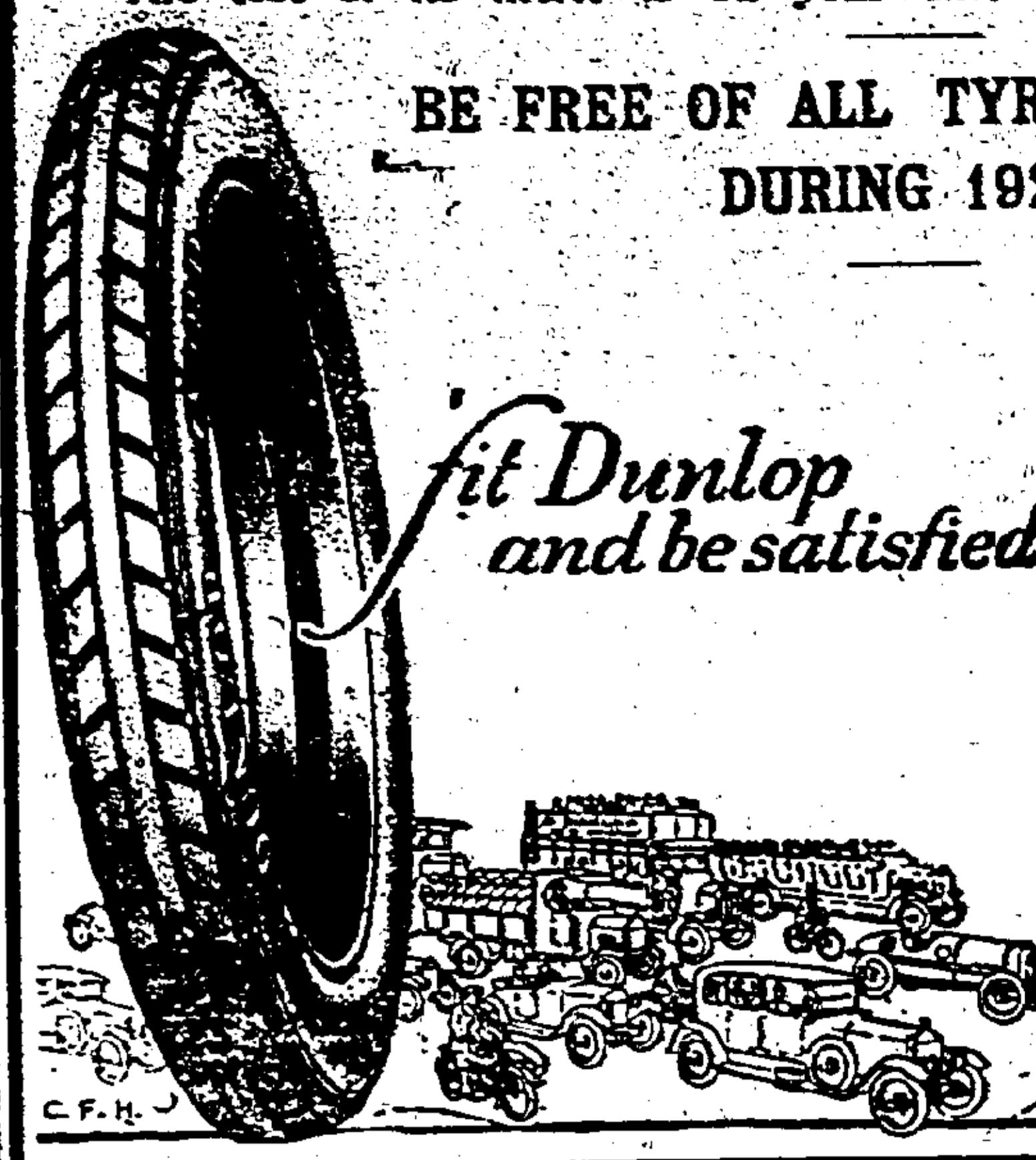
DUNLOP

Rubber Co. (China Ltd.)

Dealers throughout the World of the
Pneumatic Tyre Industry.

C/o. SHEWAN TOWERS & CO., Ltd.

Hongkong. Phone C.4554.



Petrol for Ceylon.

The high price of petrol which has formed the subject of much debate in the Ceylon Legislative Council and of correspondence in the Press recently is likely to be further reduced as the result of another company in Ceylon

importing this very necessary commodity.

It is understood by the *Ceylon Observer* that the new company has entered the field and will shortly be petrol. The company deals in petroleum products, oils, greases and compounds. The company has asked

for samples of petrol from a big firm of exporters in America and on arrival the petrol will be tested and, if found as good as any other petrol, a consignment will be ordered.

The company has already obtained a lease of land in Kolonnawa and stores are being erected thereon to stock petrol when it arrives.

A HIGH STANDARD MADE HIGHER STILL

Nine years of concentrated effort by Dodge Brothers on a single type of engine and chassis has produced this new Touring Car which combines a smart, low and roomy body with a powerful flexible engine.

In the appearance of the new Touring Car, its top gear performance, easy riding qualities, dependability and completeness of equipment, you will find that Dodge Brothers have succeeded in raising still higher their traditional high standard of value.

Latest Model 5-passenger touring cars on view at our Show Room and Service Station. Come and see them. Each Model is complete with magneto and with spare 32 x 4 cord tyre and tube.

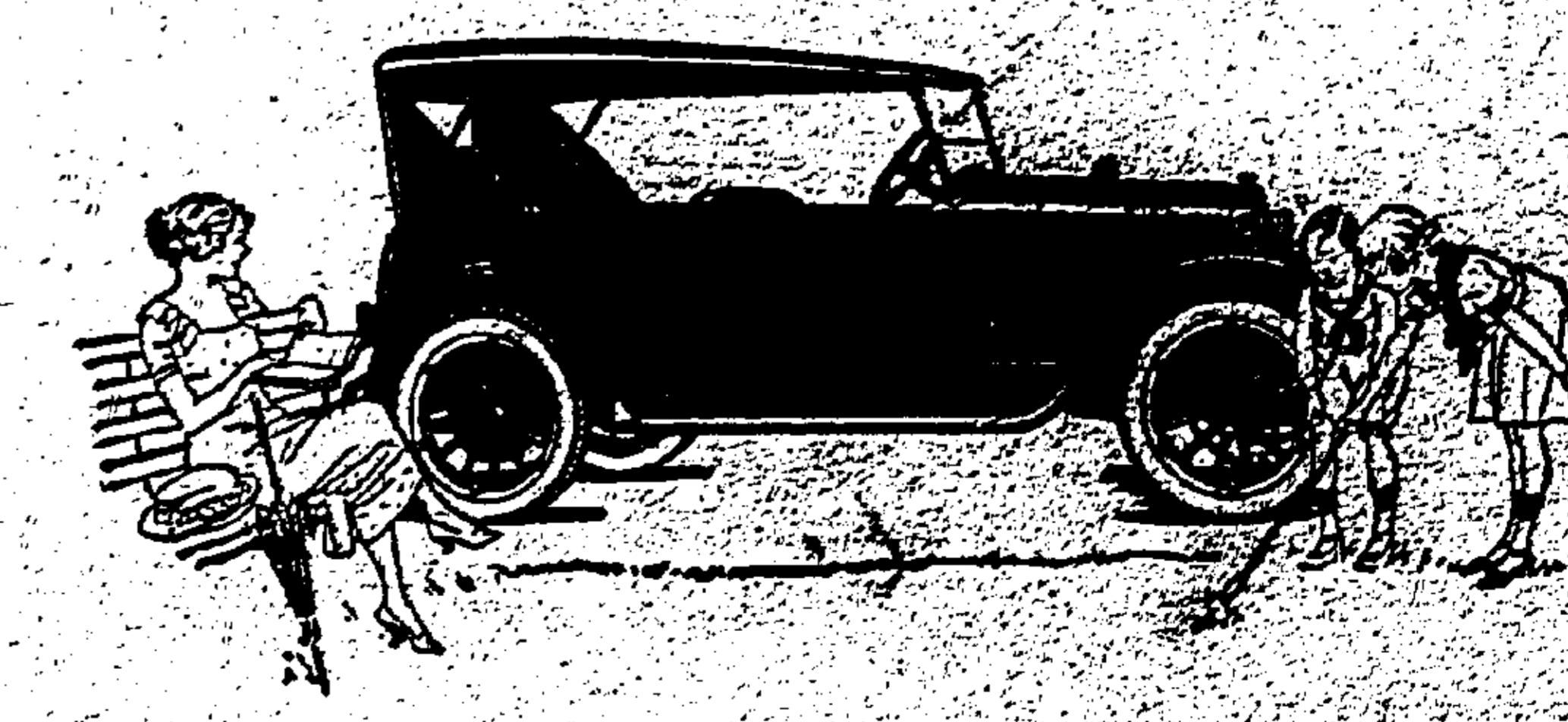
Standard Model \$2,400

The DRAGON MOTOR CAR Co., Ltd.

Registered Head Office and Show Room.

Wong Nei Chung Road (Happy Valley).

Telephone Central 3950



SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Vessels Arrived.

Vessel	Agents	From	To	Mooring.
Nalder	P & O	Singapore	Shanghai	Low. Whl.
Olsdorff	J O L	Singapore	Singapore	"
Van Overstraeten	Melchers	Manila	Manila	"
Lederigebach	Ad. Line	Saigon	Saigon	West Point
Prin. Jackson	Fok-Tai Cheong	"	"	"
Promo	"	"	"	"
Proper	No F. S. Sing	Shanghai	Adm 1	"
Apoay	O S K	Nagasaki	Of Stone	"
Cebelo M.	E. N. Seng	Bangkok	Yamatai	"
Seattle M.	D & S	Saigon	"	"
Clara-Johann	"	"	"	"
Hupke	"	"	"	"

Clearances.

Vessel	Agents	Where Bound	Departure.	Mooring.
Yunnan	J M & Co.	Manila	Feb. 1	"
Lederigebach	Melchers	Mojoj	"	"
Nalder	P & O	Singapore	"	"
Kaima	Tai Woo	Hokow	"	"
Amherst	On Fat	Hakhpoo	"	"
Nam Wah	Chung Hing	Toungoo	"	"
Hoi Canton	Hong Oa	K C Van	"	"
Olsdorff	J C J L	Manila	"	"
Tours	Theresa & Co.	Bangkok	"	"
Knijo M.	O S K	Saigon	"	"
Prin. Jackson	Ad. Line	Singapore	10th Feb.	"

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Faerbraken	N D L	Singapore	9th Feb.
Prin. Jackson	N L	Yokohama	10th
Chill	M M	Japan	11th
Komo M	M M	Japan	11th
Chill	M M	Glasgow	11th
Cyclops	B & S	Antwerp	11th
Asperges	B & S	Malta	11th
Prin. J. F. son	P & O	Kobe	11th
Takao	P & O	San Francisco	12th
Wm. Carman	B & S	New York	12th
Ixion	B & S	Manila	12th
Shibukawa M	N Y K	Vancouver	12th
Proteus	S & B	Boston	12th
Marylands	B L	Honduras	12th
Miberia M	T K K	"	12th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Kashgar	P & O	Shanghai	10th Feb.
Ceylon M.	N Y K	Shanghai	10th
Chili	M M	Marseille	10th
Yalu	G L & Co.	Singapore	10th
Baureich	M M	Marseille	11th
Chili	M M	Frochow	11th
Bakerfield	N Y K	Mojoj	12th
Fushimi M.	N Y K	Kobe	12th
Shibukawa M.	N Y K	Sase	12th
Elkies M.	N Y K	Kobe	13th
Yama M.	N Y K	Yokohama	13th
West Hambo	A L	Singapore	14th
Shibukawa M.	N Y K	Singapore	14th
Teiretis	B & S	Bombay	14th
Tsunyama	N Y K	"	14th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Storage	Claims	Examination Date
Langton Hall	B L	Holt's	Jan. 16	Jan. 23	Jan. 15
A. A. M.	M M	Kowloon	Feb. 7	Feb. 10	Feb. 8
N. Modap	S & P	Woolen	Feb. 8	Feb. 11	Feb. 10
Taurus	J & Co.	Kowloon	Feb. 12	Feb. 14	Feb. 13
Sims	J M & Co.	Kowloon	Feb. 15	Feb. 27	Feb. 15
Ludwig Hafen M & Co.	Kowloon	"	Feb. 15	Feb. 29	Feb. 13
Baureich	G L & Co.	"	"	"	"

TO-DAY'S SHARE QUOTATIONS.

STOCK EXCHANGE		SHAREBROKERS' ASSOCIATION	
BANKS.			
H. K. & S. Bank	1150	1150	1150
Chartered Bank	1211	1211	1211
P. & O. Bank	971	971	971
Bank of E. Asia	1229	1229	1229
Mercantile Banks A & B	1212	1212	1212
Mercantile Banks C	725	725	715
MARINE INSURANCE.	140	140	145
Castors	550	550	550
North China	236	236	236
Union	282	282	262
Yantze	140	140	145
FIRE INSURANCES.	57	57	57
China Fires	33	33	45
H. K. First.	33	33	45
Donglaes.	33	33	45
H. K. Steamboats	38	38	45
Iados (Prof.)	1353	1353	35
Iados Def. Loss & Reg.	1353	1353	130
Iados Def. H. K. Reg.	93.5	93.5	94.6
Shells	68	68	68
Ferries	55	55	32
H. K. Tug.	274	270	270
China Sugars	49	49	48
Malibas	60	60	60
Kajian Langkai Combined	33	32	32
Rubber	510	510	5
Tremas	33	33	33.6
Ural Caviarins.	14	14	14
Singapore Coal Co.	12	12	12
DOCKS WHARVES. GODOWNS &c.	180	180	188
H. K. Wharves	158	158	169
H. K. Docks	92	92	91
N. Engineering	7	7	61
Shanghai Hangtow	160	160	150
H. K. Hotels	114	114	233
H. K. Lands New Reg.	114	114	114
H. K. Wharves	25	25	251
H. K. Reality	25	25	250
Princes Blg.	130	130	150
Two Cottons	121	121	124.40
Oriental Cottons	53	53	4.90
Shanghai Cottons Old	68	68	65
Shanghai Cottons New	51	51	45
COTTON MILLS.	381	371	381
MISCELLANEOUS.	194	189	191/3
	271	271	272
	25	25	25
	35	35	34
	68	68	68
	272	272	27.80
	152	152	15
	171	171	17
	251	251	25
	20	20	16
	171	171	16
	41	41	5
	131	131	12.90
	23	23	20

Hongkong, February 9, 1924.

BANKS.

P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1892.)

With which National.

THE ALLAHABAD BANK LTD.

INDIA.

Authorised Capital

15,000,000

Subscribed Capital

12,194,460

Reserve Fund

1,000,000

HEAD OFFICE:

122, Leadenhall Street, London E. C.

WEST LONDON BRANCH:

14-16, Cockspur Street, London S. W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras,

Colombo, Singapore, Hongkong

and Shanghai.

C. CHAMPION,

Managing Director.

12, Des Voeux Road Central, Hongkong.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

(Owned by the National City Bank of New York)

HEAD OFFICE HONGKONG.

PACIFIC SHIPPING

NORDDEUTSCHER LLOYD
BREMEN

FREIGHT & PASSENGER SERVICE

STEAMER	TONS	ARRIVING DATE	DESTINATION
"SAARBRUCKEN"	9,450	10th Feb.	Manila, Singapore,
AACHEN	6,000	26th March	Balawan, Colombo;
"DERFLINGER"	9,150	4th April	Port Said, Genoa,
"INENBURG"	4,200	14th April	R'dam, Hamburg,
"COLENZ"	9,450	2nd May	and Bremen.
PFAZ	7,180	17th June	
"TRIER"	9,450	25th June	

All dates subject to change without notice.

Calling at Triest

Not calling Manila.

Excellent accommodation for passengers.

Fares from Hongkong to Genoa from £46 upward.

MELCHERS & Co.
Agents:
Queen's Building.

Tel. Central 4557.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON" ... Feb. 10th.
 "PRESIDENT JEFFERSON" ... Feb. 22nd.
 "PRESIDENT GRANT" ... March 5th.
 "PRESIDENT MADISON" ... March 17th.
 "PRESIDENT MCKINLEY" ... March 29th.

TO EUROPE

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

£120—£112—£110

"PRESIDENT JEFFERSON" ... 13th Feb.
 "PRESIDENT GRANT" ... 25th Feb.
 "PRESIDENT MADISON" ... 8th Mar.

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

Freight and Passage booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building, Ground Floor. Telephone Central 2477 & 2478. No. 4, Des Vœux Road. CABLE ADDRESS "DOLLAR".



HOME VIA CANADA

HONGKONG TO ENGLAND
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	To	From	To
Hongkong	Vancouver	Canada	England
EXPRESS AUSTRALIA	Feb. 12	MARLOE	Mar. 1
EXPRESS ASIA	Mar. 12	NETTIA	Mar. 15
EXPRESS ASIA	Apr. 2	MONTREAL	May 1
EXPRESS ASIA	May 2		

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg. All steamers hold berths and through tickets issued. Early reservations necessary.

HONGKONG MANILA SERVICE.
Commencing with the arrival of the Empress of Russia, 26th March, the Empress of Borneo and Empress of Asia will make the round trip to 16 miles from Hongkong on Wednesday after arrival, arriving Manila Friday morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning 7 a.m.

Three Trans-Continental Train Trains,
Standard Sleeping Cars, Compartments & Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,
Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC THROUGHOUT"

Passenger Department Tel. 722
Freight Department Tel. 742FREIGHT AND PASSENGER
THE NEW FAST AMERICAN
STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO,
NAPLES, GENOA, MARSEILLES,
BOSTON, NEW YORK.

"PRESIDENT HAYES" ... Mar. 4th.
 "PRESIDENT ADAMS" ... Apr. 1st.
 "PRESIDENT GARFIELD" ... Apr. 15th.
 "PRESIDENT PACK" ... Apr. 29th.
 FROM SAN FRANCISCO FOR HONOLULU,
 KOBE, SHANGHAI AND HONGKONG.
 "PRESIDENT ADAMS" ... Mar. 1st.
 "PRESIDENT GARFIELD" ... Mar. 15th.
 "PRESIDENT POLK" ... Mar. 29th.

FREIGHT SERVICE

FROM HONGKONG
FOR NEW YORK & BOSTON VIA PANAMA.
FOR NEW YORK, BOSTON & BALTIMORE
VIA SUEZ
"VIRGINIA DOLLAR" ... Feb. 23rd.
"ESTHER DOLLAR" ... Mar. 24th.
FOR SAN FRANCISCO & SAN PEDRO.

Through Bills of Lading to all United States and Canada Overland Points & Havas.

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor
Tel. C. 2477 & 2478
CABLE ADDRESS "DOLLAR".

T. K. K.



THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

£120—£112—£110

First class three class.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
SIBERIA MARU ... Total ... 20,000 ... Feb. 17.
TAIYO MARU ... (From Kobe) ... 22,000 ... Mar. 14.
TENYO MARU ... (From Kobe) ... 22,000 ... Mar. 27.
KOREA MARU ... 20,000 ... Apr. 8.
SHINYO MARU ... (from Shanghai) ... 22,000 ... Apr. 23.

HONGKONG TO VALPARAISO
VIA JAPAN, HOKKIOU, HILO, SAN FRANCISCO, SAN PEDRO,
MANZANILLO, BALBOA, CALLAO, MOLLINOS, AB CA & IQUITO.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

GINGO MARU ... 16,000 ... Mar. 13.
ANYOM ARU ... 18,700 ... Apr. 24.
SEIYO MARU ... 14,000 ... June 10.
RAKUYO MARU ... 18,500 ... July 19.

Through Bills of Lading issued to all United States Overland Ports: also via Panama Canal Lines to Atlantic Ports.

For Full information regarding passengers, freight and sailings
Apply to:Y. TSUTSUMI, Manager,
Agents at Canton.
King's Building.

MESSRS. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY ... about 30th Mar.
C. LOPEZ Y LOPEZ 17th May

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

LEGAZPI ... about 12th Mar. | C. LOPEZ Y LOPEZ 28th Apr.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor carried.

For particulars of freight or passage apply.—

BUTTELHO BRO'S.

(To. 1331) Alexandra Buildings, Hongkong.

O. D. BARRETO, 28 Central Avenue, S. C., Canton.

Agents for the Chinese Trade.

AND AMERICAN & MANCHURIAN LINE

(Chinese & British S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. EURYBATES ... via Suez Canal ... 16th Feb.

S.S. IXION ... via Suez Canal ... 21st Feb.

S.S. KABINGA ... via Suez Canal ... 2nd Mar.

S.S. CITY OF MANILA ... via Suez Canal ... 11th Mar.

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WOMEN'S INTERESTS

THE GIRL WITH FAIR HAIR.

If you are the lucky possessor of a nice head of fair, don't let it grow "mousey." There is nothing so unattractive as that dull, faded-looking hair, which is generally known as "mousey."

Fair hair requires shampooing more often than dark, if it is to be kept in good condition, but you need not run to the expense of visiting a hair dresser every time you need a shampoo. Wash your own hair using an egg shampoo in place of soda or soap.

Fill a basin with hot water, and put into it a level teaspoonful of borax. Then take two eggs, break them into a basin, whisk round with a fork, and pour them over the head, after damping the hair with the hot water. Rub the eggs well into the hair, then rinse them off in lukewarm water (not hot for hot water would cook the eggs and make the hair sticky). Wring all the moisture out of the hair, and allow it to become half-dry, then rinse it again in camomile lotion.

To make the lotion, put three tablespoonsfuls of camomile flowers (which can be bought at any chemist's) into a large jug, and pour over them a quart of boiling water. Cover the jug and allow the lotion to infuse for from 10 to 15 minutes. It will then be ready for use.

Dry the hair in the sun whenever possible, and when sunshine is not available, by fanning—never before a fire as this makes fair hair harsh and brittle.

Fair hair should be brushed every night to remove the dust which accumulated on it during the day, and the brushes should be washed once daily. An air bath is even more important for fair hair than for any other shade, for unless the air is allowed to penetrate to the roots frequently, they are apt to grow darker and entirely spoil the beauty of the hair, giving the effect of dyed hair.



Top row, left to right: Dorothy Mackall, Lucille Rickson, Clara Bow (centre); Margaret Morris and Carmelita Geraghty. Bottom row, left to right: Julianne Johnston, Gloria Grey, Hazel Keener (top left); Elinor Fair (bottom left); Ruth Hiatt (top right); Blanche Mehaffey (bottom right); Alberta Vaughn and Marian Nixon.

SMART WINTER COATS.



Both of the coats sketched have convertible collars. Notice the smart slanting front closing and the loose front panel on one model. The other has an oddly shaped sleeve and the popular side fastening.

GESTURES AND ATTITUDES.

Don't gesticulate with your hands, however dramatic the tale you have to tell. Only a French-woman can imbue such movements with fascinating charm.

Don't swing the arms and stride along when walking; neither is it graceful to toddle or trip. Keep

while the inelegant habit of crossing the legs is one which very few women can accomplish without an ungainly appearance, and affording a view of much stocking.

Don't tuck your feet under a chair, and be careful never to turn them inwards, an unconscious posture with many.

Don't swing the arms and stride along when walking; neither is it

graceful to toddle or trip. Keep

HINTS ON THE NEW AMERICAN TANGO.

BY ARTHUR MURRAY
DIRECTOR, NATIONAL INSTITUTE OF SOCIAL DANCING.

THE New Tango is often referred to as "The Waltz Tango" because of the predominance of old-fashioned waltz steps. Every one who wants to become a really good dancer should know the actual steps in the old-fashioned "round waltz."

The tango tempo is the same as in the fox trot. It is danced to "four-four" time. However, we will not be concerned with technical terms. We will use the simplest method of counting, that of counting the actual steps taken.

STEPS DIVIDED.
In the tango and fox trot, the steps are divided into a slow and quick movements. The slow step takes about a second and gets two beats of the music. The quick step is twice as fast as a slow step and is given only a half second.

To be sure that you know just how fast to walk, take out your watch and hold it in your hand while walking. Give one second to each slow walking step. Walk around the room for about ten minutes doing the slow steps.

After that, walk around the room, with watch in hand, and do the quick steps, giving a half a second to each step.

Be sure and learn to walk correctly to tango or slow fox trot music before going further.

THE TANGO PROMENADE.

Begin with the left foot and take four long, slow walking steps forward, 1, 2, 3, 4; these four walking steps are not a part of the promenade, but it is advisable to do them before actually beginning the promenade. They begin the promenade.

1. Take one SLOW walking step forward with the left foot.

2. Step forward quickly with the right foot, moving it diagonally to the right, about 14 inches to

INTERESTING ITEMS.

Crystal beads and tiny sequins are liked for trimmings on brocade or velvet dinner frocks.

The combination of mole and natural squirrel is frequently met in the smart jacquette.

FLORAL BEAUTY.

Artificial flowers grow more beautiful and natural every season. This year some lovely arum lilies are being made of fine black lace, with twisted velvet for the stalk, and a couple of velvet leaves to complete the picture. Medallion cockades are formed of a cluster of flat roses made of folded silk, with a frame of leaves in gold tissue round the outside.

Orchids, roses, pansies, apple blossom, nasturtiums, wisteria, and laburnum flowers are made of satin or velvet in the most natural fashion until at times you wonder, from a distance, if they are not real.

DRAPE EVENING FROCKS.



Arthur Murray, and Aileen Mechan showing the fourth step of the "chasse" in the new American tango.

Quickly draw left foot up to right, weight on left.

4. Take one slow step straight forward with right foot, weight on right.

Study the diagram and read these descriptions over again.

Remember that each time you

take a step, "place" the weight down ON that foot. For instance, if you step forward or sideways with the left foot, the weight must be placed ON the left foot.

Repeat the entire step three times. Note that all of the steps are taken sidewise, to the man's left.

Lady's part: Read the man's part. Note that the man has his back to the centre of the room and takes her steps to the right.

ONE—Slide right foot to right.

TWO—Draw left up to right.

THREE—Slide right foot to right.

FOUR—Cross left foot in front of right. (See illustration.)

Repeat

three

more

times.

LADY'S PART GIVEN.

Repeat

the

entire

step

three

times.

Note

that

all

of

the

steps

are

taken

sidewise,

to the

man's

left.

Lady's part: Read the man's part. Note that the man has his back to the centre of the room. The lady faces the centre and takes her steps to the right.

ONE—Slide right foot to right.

TWO—Draw left up to right.

THREE—Slide right foot to right.

FOUR—Cross left foot in front of right. (See illustration.)

Repeat

the

entire

step

three

more

times.

Lady's part: Read the man's part. Note that the man has his back to the centre of the room. The lady faces the centre and takes her steps to the right.

ONE—Slide right foot to right.

TWO—Draw left up to right.

THREE—Slide right foot to right.

FOUR—Cross left foot in front of right. (See illustration.)

Repeat

the

entire

step

three

more

times.

Lady's part: Read the man's part. Note that the man has his back to the centre of the room. The lady faces the centre and takes her steps to the right.

ONE—Slide right foot to right.

TWO—Draw left up to right.

THREE—Slide right foot to right.

FOUR—Cross left foot in front of right. (See illustration.)

Repeat

the

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more

times.

Lady's part: Read the man's part. Note that the man has his back to the centre of the room. The lady faces the centre and takes her steps to the right.

ONE—Slide right foot to right.

TWO—Draw left up to right.

THREE—Slide right foot to right.

FOUR—Cross left foot in front of right. (See illustration.)

Repeat

the

entire

step

three

more

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Shipping to Europe, Australia, and other Ports.

**P. & O. BRITISH INDIA, APCAR AND
EASTERN & AUSTRALIAN LINES.**
(COMPANIES incorporated in ENGLAND)

TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mediterranean, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KASHGAR	8,840	10 Feb. 4 p.m.	M'les, London, & Antwerp
SOUDAN	6,695	20th Feb.	S'pore, P'ang, C'bo & B'ay
MOREA	10,911	23rd Feb.	B'ay, M'les, L'don, A'werp
ALIPORE	5,273	28th Feb.	Singapore & Bombay
PERIM	7,648	6th Mar.	S'pore, Colombo & Bombay
KARMAKA	9,098	8th Mar.	M'les, London & Antwerp
NAGPORE	5,233	9th Mar.	S'pore, Colombo & Bombay
KIDDERPORE	5,334	10th Mar.	S'pore, Colombo & Bombay

BRITISH INDIA-APCAR SAILINGS (South)

TAVDA	6,956	22nd Feb.	S'pore, Penang & Calcutta
TAKADA	6,949	7th Mar.	S'pore, Penang & Calcutta
TORULLA	5,205	4th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

WESTERN	4,000	27th Feb.	Manila, Thursday Island, Townsville, B'ane, Sydney & Melbourne.
ARAFURA	6,000	2nd Mar.	Manila via Suez Canal
ST. ALBANS	4,500	30th Apr.	via the Cape

Frequent connections from Australia with the following:-

The Cunard & Company's steamers to the United Kingdom via New Zealand, Vancouver and

The P. & O. Royal Mail Service to London via the Suez Canal

The P. & O. Branch Service of steamers to & from the Cape

The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	6,949	14th Feb.	Shanghai, Moji & Kobe
KHYBER	9,014	23rd Feb.	Shanghai, Moji & Kobe
PADUA	5,937	27th Feb.	Shanghai, Moji & Kobe
NELLORI	6,833	6th Mar.	Shanghai, Moji & Kobe
CHINA	7,932	8th Mar.	Shanghai, Moji & Kobe
ARAFURA	5,000	8th Mar.	Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO., Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
PEMBROKESHIRE	10th Feb.	GLENBEG	1st Mar.
RADNORSHIRE	28th Feb.	Genoa, L'don, R'dam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

COUDILLERE	ANGERS	CHILI	PORTHOS	AMAZONE	ANGKOR
10th Jan.	11th Feb.	24th Jan.	26th Feb.	7th Feb.	21st Feb.
18th Feb.	3rd Mar.	26th Feb.	23rd Mar.	11th Mar.	25th Mar.
18th Feb.	9th Mar.	26th Feb.	6th April	6th April	20th April
18th Feb.	9th Mar.	26th Feb.	23rd Mar.	25th Mar.	20th April

RATES OF PASSAGE MONEY TO MARSELLES.

(including Table Wine and free Doctor's attendance)
A Class } 1st Class £95.00 B. Class } 1st Class £89.00
Steamers } 2nd Class £68.00 Steamers } 2nd Class £62.00

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. LT. DE MISSISSY leading for Havre, Antwerp and

Dunkirk about 21st Feb.

Also through Bills Lading issued to Helsingfors, Reval & Riga.

For full particulars apply to:

Messageries Maritimes Co.

Telephone Central 740.

CONSIGNATION. TRANSIT. REPRESENTATION.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Hoitow & Pal-ho
S.S. "TAIKWA MARU" ... on or about 7th Feb.

"FOR KEELUNG" via Swatow & Amoy

For further particulars, please apply to:-

Branch Office, MATARAI, AGENT.

No. 37, Bonham Strand, West. Top Floor, King's Building.

Tel. Central No. 155.

Shipping to Europe, Australia, and other Ports.

NYK.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points

in U.S.A. and Canada.

Through passage rates to Europe via America G. 1403. G. 3420. G. 3440

YOKOHAMA Maru ... Sunday. 9th Mar.

SHIZUOKA MARU ... Friday. 22nd Feb. at 11 a.m.

MARSELLES, LONDON & ANTWERP via Singapore, &c.

FUSHIMI MARU ... Wednesday. 13th Feb. at 11 a.m.

HAKOZAKI MARU ... Wednesday. 27th Feb.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Middle of Feb.

LIVERPOOL via MARSELLES & VALENCIA.

DURBAN MARU ... Middle of March.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Sunday. 17th Feb. at 11 a.m.

TANGO MARU ... Wednesday. 19th Mar.

NEW YORK and/or BOSTON via PANAMA.

MAYEBASHI MARU ... Wednesday. 13th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

(Calling Delagoa Bay Port Elizabeth)

KAMAKURA MARU ... Sunday. 17th Feb.

BOMBAY via Singapore & Colombo.

BENGAL MARU ... Friday. 15th Feb.

MURORAN MARU ... Friday. 29th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Friday. 26th Feb.

YAMAGATA MARU ... Thursday. 14th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Wednesday. 13th Feb.

KITANO MARU ... Monday. 18th Feb.

TAMBA MARU ... Monday. 18th Feb.

AWA MARU ... Tuesday. 26th Feb.

HARUNA MARU ... Tuesday. 26th Feb.

NIPPON YUSEN KAISHA.

Y. YAMAMOTO, Manager.

For further information apply to:-

Tel. Central Nos. 292, 293 & 2422.

J. DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" ... Sailing on or about 11th Feb.

S.S. "EGREMONT CASTLE" Sailing on or about 27th Feb.

S.S. "MAURICE" ... Sailing on or about 1st Mar.

S.S. "VENEZIA" ... Sailing on or about 3rd Mar.

FOR BRINDISI, VENICE & TRIESTINO.

via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing on or about 12th Feb.

S.S. "ROSANDRA" ... Sailing on or about 9th Mar.

This steamer has been specially chartered to facilitate the

forwarding of cargo intended for the reconstruction of the devastated

areas in Japan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMONA" ... Sailing from Calcutta on or about 13th Mar.

Regular Passenger and Cargo Service to South African Ports.

Through

NOTICE

JUST ARRIVED!

A SHIPMENT OF SLAZENGER'S
LATEST MODEL TENNIS RACQUET.

THE

J. O. ANDERSON

JUST THE RACQUET FOR
THE COMING TOURNAMENTS

YVANOVICH & CO.
(THE BRUNSWICK STUDIO)
17, ICE HOUSE STREET.

HOTELS.

**LEADING FAR EASTERN HOTELS.
HONGKONG.**

Telegraphic Address—KREMLIN, HONGKONG.
Hongkong Hotel. Peak Hotel.

Repulse Bay Hotel.

SHANGHAI.

Telegraphic Address—CENTRAL, SHANGHAI.
Astor House Hotel. Palace Hotel.
Grand Hotel Kalee.

PEKING.

Telegraphic Address—JWAGONLITS, PEKING.
Grand Hotel des Wagons Lits.

THE HONGKONG & SHANGHAI HOTELS, LTD.
in conjunction with
The Grand Hotel des Wagons Lits, Ltd.

KOWLOON HOTEL

Telephone K. 608 and 609. Cable Address Kowlotel.
THE PREMIER HOTEL IN KOWLOON.

Electric Lifts to all Floors and Roof Garden.

Telephone on all Floors.

Daily, Monthly & Family Rates.

Apply Mrs. M. BLAKE.

FIRST CLASS SALOON BAR AND BILLIARD ROOM.
Proprietor—FRANK L. COOKE.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER,
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address—"EUROPE, SINGAPORE".
Telephone No. 2740 (9 lines).

THE EUROPE HOTEL LTD.

ARTHUR E. ODELL, Manager.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.
Tel. No. C.1933. 119 Jervois Street.

**Fill it with "Three Castles"**

Since the days when cigarettes were first thought of, Three Castles have been popular at all functions where only the highest quality cigarettes were appropriate—their excellence never varies.

Magnum and Regular
size. Sold in tins of 50,
obtainable from all
the leading tobacconists.

*They maintain
their Reputation*

**Three Castles**
Magnum Cigarettes**HONGKONG & SHANGHAI
BANKING CORPORATION.**

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 23rd February, 1924, at 11.30 a.m., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1923.

The Register of Shares of the Corporation will be closed from Monday, 11th February, to Saturday, 23rd February, 1924 (both days inclusive), during which period no transfer of shares can be registered.

AND NOTICE is hereby given that an Extraordinary Meeting of the Shareholders of the Hongkong and Shanghai Banking Corporation will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering and if thought fit of passing the following resolution viz:

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinance under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased from \$20,000,000 to \$30,000,000, and to modify the existing requirements as regards the deposit of security in respect of its note issue in the following manner.

(a) So that the whole of the increase (namely \$10,000,000) of such ordinary note issue shall be secured by coin or bullion, or approved securities.

(b) To provide that whatever the total amount of the note issue may be at any particular time the amount of coin as distinct from bullion or approved securities to be deposited by the Corporation shall never be less than one third of the total amount of the bills in actual circulation.

By Order of the Court of
Directors,
A. G. STEPHEN,
Chief Manager.

EXCHANGE.

(Opening Rate : closing Rate on Page 1.)

SELLING	30 d/a. San Francisco and New York
1/T Demand	2/4
2/T Demand	2/4 1/15
30 d/c.	5 m/a.
50 d/c.	5 m/a.
T/T Shanghai	50
T/T Singapore	99
T/T Japan	110
T/T India	66
Demand India	—
T/T San Francisco and New York	50
T/T Java	128
T/T Marks	128
T/T France	11.00
Demand Paris	—

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